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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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No. 120 JUNE, 1964

Published first Thursday of the month

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'NEW' EAGLE ON HER TRIALS

Rebuilt carrier for Far East

AFTER a refit and modernisation which have lasted more than four years and which cost over £31 million—twice as much as the original cost of the ship when she was built between 1942 and 1951—H.M.S. Eagle commissioned on May 14 under the command of Capt. L. D. Empson, R.N.

H.M.S. Eagle is now one of the most advanced warships in the world and the largest ship in the Royal Navy.

During a lengthy refit—possibly the largest job ever undertaken in a naval dockyard—many features completely new to carriers were embodied in the ship, and Eagle can take her place in the van of the ships of any nation. The United States Navy's nuclear-powered Enterprise is much larger and has a greater speed, and the "Forrestal," "Kitty Hawk" and "Midway" class carriers are somewhat larger than the reconstructed Eagle, but advances in the Royal Navy's radar equipment give Eagle certain advantages.

TESTS AND TRIALS

After comprehensive tests and trials, which are expected to take until the end of this year, Eagle will sail for service East of Suez.

The ship's 3-D, type 984 radar, in conjunction with the ship's automatic computer system, will give the ship's officers a constant "picture" of all that is happening around and above the ship.

BIGGER DISPLACEMENT

When H.M.S. Eagle was built by Harland and Wolff, Belfast, her displacement was just over 44,000 tons. The reconstructed Eagle has a displacement of some 50,000 tons.

The "new look" Eagle now has a

GREY PHANTOM ASSISTS CHILDREN

MEMBERS of the last commission of H.M.S. Albion—the "Grey Phantom of the Hornet Coast"—donated £50 to the Royal Naval and Royal Marines Children's Home and £125 in the Guide Dog for the Blind Association.

Those who have left the ship will be interested to learn that grateful letters of thanks have been received in the ship.

"Navy News" readers will remember that a year ago it was reported that H.M.S. Albion had donated £250—the full price of a trained guide dog—to the Association.

full-angled flight deck and a new "island" half as long again as before reconstruction. Among the aircraft to be embarked will be a squadron of Buccaneers.

Armament consists of eight 4.5-inch guns mounted in four twin mountings and the main defence against aircraft attack is the Sea-Cat, the carrier having been fitted with six quadrupled launchers.

Full complement of the ship will be nearly 3,000 and her speed is likely to exceed 30 knots.



H.M.S. Eagle seen leaving Plymouth for trials after her recent commissioning. The men on the flight deck are an indication of the immense size of the ship—the Royal Navy's largest.

Lynx Petty Officers help in mountain rescue

TWO ratings from H.M.S. Lynx, (Capt. P. M. Austin, R.N.) were spending their Easter week-end climbing on Table Mountain. On the Saturday night the two men—P.O. Elect. Donald London and E.A. Dennis Blake—camped on a ledge above a ravine leading to Devil's Peak. At about two in the morning they were awakened by a heavy fall of rock into the ravine, followed by moaning and shouts for help.

On investigation, they found that a team of four Cape Town University students had been attempting to scale the ravine without light and without ropes; the lead man had reached the head of the ravine, but the second had fallen some 50 feet when a tree had given way under his weight. The third and fourth men were too shocked by their companion's fall either to climb

or to descend.

The two ratings then roped down into the ravine to attend to the injured man, taking the leader of the party with them. They made the casualty as comfortable as possible (he had a broken rib, which had pierced his lung) and then, leaving his companion with him, again scaled the ravine to attend to the other climbers.

London and Blake tied their rope to a tree above the stranded climbers and lowered it to them, enabling them to reach safety. It then transpired that this group was part of a search party of students who were looking for another student who had failed to return from the day's climbing. This student was later found dead after a fall of some 80 feet.

Contact was made with the remainder of the party and the entire team climbed down into the ravine to move the injured climber. The student was made as comfortable as possible, in "Exped" sleeping-bags and ground-sheets, since it was raining by this time. Half the rescue team went down the mountain for help while the remainder, including the Lynx ratings, tended the injured man, cooked some hot food and brewed coffee. The rescue team returned at 11 a.m., and the injured student was removed to hospital, where his condition is now satisfactory.

The Commander-in-Chief, South Africa and South Atlantic Station, sent the following signal to Lynx: "Please congratulate the members of your ship's company for their splendid work in giving assistance to the climber in distress on Table Mountain during the Easter holiday. A good show. Well done."

Prompt action saved life

ELECTRICAL Mechanics (1st Class) Charles Thompson and John Gallagher, of H.M. Submarine Amphibious (Lieut. Cdr. C. E. T. Baker, R.N.) have received a letter of appreciation from the Officer Commanding R.A.F. Bukit Gombak, Singapore, following their prompt action at a rail accident recently.

The two submariners were first on the scene at the infamous Thompson Road when motor cyclist S.A.C. Tallack, of R.A.F. Bukit Gombak, was involved in a particularly nasty spill. The two sailors applied a tourniquet to Tallack's leg above a severed artery until an ambulance could be summoned.

For three weeks the S.A.C. was seriously ill, but is now improving. He was found to be suffering from internal injuries and a broken arm in addition to his leg wound, which necessitated amputation.

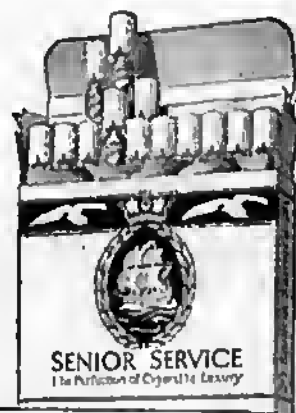
The two submariners have been told that but for their prompt first-aid S.A.C. Tallack would have been dead before the ambulance could have got to the scene.

NAVAL COOK ACQUITTED OF MURDER

AT a court martial in H.M.S. Terror on May 11, an 18-year-old cook was acquitted on a charge of murdering another cook on board H.M.S. Bulwark.

When the aircraft carrier was passing through the Suez Canal on March 20 there was a scuffle between the two cooks, one of whom was wounded and died on March 29.

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BRITAIN'S OUTSTANDING CIGARETTE

Navy News

EDITORIAL

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 27354 (Ext. 72194)

EDITORIAL

WITH this issue, "Navy News" starts its eleventh year of publication and the Editor would like to take this opportunity of thanking all contributors, readers and advertisers for their continued and valuable support over the past ten years.

During that decade the Royal Navy has seen great changes. Some have been very gradual, but a glance at the first issues of the paper brings home the fact somewhat dramatically.

In 1953-54 there were 17 aircraft carriers (including two ferry carriers) in the Navy, five battleships, 24 cruisers, 82 destroyers, 180 frigates, 57 submarines, two monitors, three fast minelayers and 195 minesweepers, as well as numerous other ships. The ship complement above total 565. Today the comparable figure is 323.

Quantity, however, is one thing—quality another. The ships ten years ago, or, at any rate, the newer ones, were first class, but modern invention gives the newer ships a fire power and lighting potential far in advance of their older counterparts.

There have been other changes—a new officers' structure, new and modernised shore accommodation, centralised drafting, family clubs instead of old-fashioned canteens—in name only a few.

Men—have they changed? In fundamentals—no. True, only about 3 per cent. nowadays go on leave from shore establishments in uniform, and their shore-going rigs reflect, to a great extent, the dress of modern youth. But at rock bottom they are the same kind of men as their predecessors. They are not better than those who fought in the Second, or First World War, and they can, perhaps, learn a lot from the traditions and experiences of their elders, but when there is a job to be done they get on with it and carry it to its conclusion with effectiveness.

Costs have risen enormously. In 1954-55 the Navy Estimate provided for a force of 139,000 at a cost of £353 million. The 1964-65 Estimate allowed for 103,000 men at a cost of £496 million.

This latter figure is enormous (and only part of the total defence requirements) but looked at as an insurance premium it is small, in these troublesome days, for the cover it gives, and to preserve the British way of life.

First London event to mark the Tercentenary

MASSED BANDS TO BEAT RETREAT

THE first event to be staged in London to mark the Tercentenary of the formation of the Duke of York and Albany's Maritime Regiment of Foot—the first "Marines"—and earliest predecessor of the present Corps—the picturesque and time-honoured spectacle of Beating Retreat, will take place on the Horse Guards Parade at 6.45 p.m. on June 10, to celebrate the birthday of Prince Philip, Captain General of the Royal Marines.

The Massed Bands will be the largest ever paraded by the Royal Marines on Horse Guards. The 400 musicians are being drawn from 11 different bands and will be under the direction of Lieut-Colonel F. V. Dunn, C.V.O., O.B.E., R.R.A.M., R.M., Principal Director of Music, R.M.

NEW SLOW MARCH

During the display the Royal Marines' new Regimental Slow March, "The Prebrajnicky March" will be played, officially, for the first time. This march is a gift to the Corps by the Chief of the Defence Staff, Admiral of the Fleet the Earl Mountbatten of Burma, K.G., with whom it has a long family association.

The Massed Bands will march to the Horse Guards from Wellington Bar-

racks via Birdcage Walk and, on reaching the parade, will play "Sarie Marais," the march of the Royal Marine Commandos.

Two new marches will be played during the display: "The Admiral's Regiment," composed by Lieut-Colonel Dunn in honour of the Tercentenary, and a bugle march entitled "Silver Ringles," composed by Capt. P. J. Neville, R.R.A.M., R.M.

There will be a preview of this display on Horse Guards Parade at 6.45 p.m. on Tuesday, June 9.

Queen to review Royal Marines

IN connection with the celebration to commemorate the Royal Marines Tercentenary, The Queen, with the Duke of Edinburgh, will review representative units in the garden of Buckingham Palace on July 23.

That evening the Queen and the Duke will be present at the Corps Dinner which is to be held in the painted hall of the Royal Naval College, Greenwich.

A NAVAL DISASTER

SIR.—Anyone visiting or passing through Newhaven on the South Coast might be interested in the brief chapter of Naval history to be found in the local churchyard, five minutes walk from the main rail.

An obelisk, erected in the year, 1800, in the memory of the Commander, Officers and men of H.M.S. Brazen carries the chapter. There is a fairly detailed account of a disaster which occurred that year incorporated on the memorial.

"Whilst on patrol protecting this part of the coast, H.M.S. Brazen was wrecked under the cliffs, bearing S.W. from Newhaven, in a violent storm at 5.0 a.m. on January 20, 1800. Only one man creviced out of the 105 officers and men on board.

The Master's Mate, a Midshipman,

eight seamen and two marines were away with a captured foreign vessel, and so, by the Grace of God, were spared the fate of their shipmates.

The Commander of the Brazen, Captain James Hanson, had sailed with Captain Vancouver on voyages of discovery for the four years 1791-1794.

A number of those who were drowned are buried in the churchyard, their headstones just legible. The monument, despite 164 years of exposure to Channel weather, is still in a reasonable condition. It was renovated once by Captain Hanson's widow, Mrs. J. W. WALKER, Lieut. R.N.

(By Editor.—The curfew was a seaman named Jeremiah Hill).

Saw two Zulus commissioned

SIR.—Twice have I had the pleasure of being present at the commissioning of a H.M.S. Zulu. In 1937 I stood by the "Tribal" class destroyer Zulu and commissioned her at the yard of Messrs. Alex. Stephen and Sons, Glasgow, and on April 16 this year I was a guest at the commissioning of the new Zulu.

During the building of the 1937 Zulu the officers conceived the idea of having some drinking mugs made with the ship's crest on them. Being a native of Stoke-on-Trent I made various enquiries. Later I received a beautiful Spode China mug with the crest painted on it. The friend of mine who had had the mug made thought that the crest would be rather too much, and if the idea was not pro-

ceeded with, the mug was to be sent back for the maker's museum.

The price was £2 2s., a lot of money in those days for such a purpose, and the mug was returned.

Eventually the mug came to me and when I read of the new Zulu being built at the same yard I offered the mug to the commanding officer, Cdr. R. L. Pearce, R.N. He was pleased to accept the mug and he extended an invitation to me to attend the commissioning of the ship.

All the landladies of the people who had been unwilling by the ship were invited to the commissioning. Yours, etc., THOMAS H. HOOK, Lieut. Cdr. (SCC) R.N.R., Lieut. R.N., Blackpool.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and reit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally reit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be home in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

H.M.S. Dampier (Surveying Ship), June 1, at Singapore, Foreign Service (Far East) (C).

No. 829 Squadron (Gyrals Flight), June 1, at R.N. Air Station, Culrose, Home Sea Service, followed by Foreign Service, Wasp.

H.M.S. Protector (Ice Patrol Ship), June 3, at Portsmouth, General Service Commission, Home/S.A. & S.A. (British Antarctic Territories), U.K. Base Port, Portsmouth.

H.M.S. Kirkistown (M/H. Conversion), June 4, at Portsmouth, for Home Sea Service, 1st M/H. Squadron, U.K. Base Port, Rosyth.

H.M.S. Trenchard (A/S. Frigate), June 12, at Malta for trials, General Service Commission, September 7, Home/Med./Home/Med., 27th Escort Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Owen (Surveying Ship), June 17, at Devonport for General Service Commission, Home/East of Suez, U.K. Base Port, Devonport.

H.M.S. Plymouth (A/S. Frigate), June 17, at Devonport, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, 29th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Diana (Destroyer), June 17, at Devonport, Foreign Service (Phased), Far East, 24th Escort Squadron.

H.M.S. Cambrian (Destroyer), June 17, at Chatham, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, 29th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Chichester (A/D. Frigate), June 17, at Chatham, General Service Commission, Home/East of Suez/Home/East of Suez, 29th Escort Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Anzin (L.S.T.) and No. 1 Assault Squadron, June 19, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Messina (L.S.T.) and No. 5 Assault Squadron, June 19, at Gibraltar for Foreign Service, Middle East, Amphibious Warfare Squadron (B).

H.M.S. Relentless (A/S. Frigate), June 24, at Rosyth, General Service Commission, Home/East of Suez/Home/East of Suez, 29th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Blackwood (A/S. Frigate), June, at Rosyth, L.R.P. complement.

L.C.N. 63, June, at Bahrain, Foreign Service, Middle East, Amphibious Warfare Squadron, (Under consideration).

H.M.S. Llandaff (A/D. Frigate), June at Devonport, L.R.P. complement.

H.M.S. Cnealer (Destroyer), at Gibraltar, June, L.R.P. complement, Local Foreign Service.

H.M.S. Laffon (Helicopter Support Ship), July 2 at Devonport, Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Nubian (G.P. Frigate), July 8, at Portsmouth, General Service Commission, Home/Middle East (Phased), 9th Frigate Squadron, U.K. Base Port, Portsmouth (B).

H.M.S. Delight (Destroyer), July 9, at Rosyth for trials, (To reserve on completion of long reit).

H.M.S. Myrmidon (Survey craft), July (tentative date), at Chatham for Home Sea Service, U.K. Base Port, Portsmouth (C).

H.M.S. Mermaid (Survey craft), July 16 (tentative date), at Devonport for Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Ursa (A/S. Frigate), July 21, at Devonport, General Service Commission (Phased), Home/W. Indies/Home/W. Indies, 8th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Euryalus (A/S. Frigate), July 28, at Greenock, Home Sea Service, Foreign Service (Far East) from January, 1965 (tentative date), Capt. (D) 26th Escort Squadron on arrival on Station (C).

H.M.S. Puma (A/JA. Frigate), August 5, at Portsmouth, General Service Commission, Home/South Atlantic and South America/Home/South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Blackpool (A/S. Frigate), August 18, at Chatham for trial, General Service Commission, De-

cember 17 (tentative date), Home/East of Suez/Home/East of Suez, 28th Escort Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Devonshire (G.M. Destroyer), August 20, at Portsmouth, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Shoulton (M/H. Conversion), August 31 (may be delayed), at Portsmouth, Home Sea Service, Transfer to Vernon Squadron and transfer to 3rd M/S Squadron, April, 1965, U.K. Base Port, Portsmouth.

H.M.S. Bathurst (C.M.S.), August, at Devonport, Home Sea Service, Vernon Squadron, U.K. Base Port, Portsmouth.

H.M.S. Clarhaston (C.M.S.), August, at Devonport, Home Sea Service, Vernon Squadron, U.K. Base Port, Portsmouth.

H.M.S. Undaunted (A/S. Frigate), end August at Chatham, L.R.P. complement.

H.M.S. Jaguar (AA. Frigate), September 8, at Chatham, General Service Commission (Phased), Home/S.A. & S.A./Home/S.A. & S.A., 7th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Tartar (G.P. Frigate), September 8, at Devonport, General Service Commission (Phased), Home/W. Indies/Home/W. Indies, 8th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Meon (L.S.L.), September 11, at Bahrain, Foreign Service, Middle East, Amphibious Warfare Squadron (B).

No. 829 Squadron, September 23, at R.N. Air Station, Culrose, General Service Commission, For H.M.S. Eagle, Wexes.

H.M.S. Investon (M/H. Conversion), September, at Devonport, Home Sea Service, 1st M/H. Squadron, U.K. Base Port, Rosyth.

H.M.S. Appleton (C.M.S.), October 9, at Bahrain, Foreign Service, Middle East, 9th M/S Squadron (E).

H.M.S. Flockton (C.M.S.), October 9, at Bahrain, Foreign Service, Middle East, 9th M/S Squadron (E).

bet 18, at Portsmouth, General 23, at Bahrain, Foreign Service Middle East, 9th M/S Squadron (E).

H.M.S. Chilcompton (C.M.S.), October 23, at Bahrain, Foreign Service, Middle East, 9th M/S Squadron (E).

H.M.S. Palliser (A/S. Frigate), October 27, at Rosyth for trials, Home Sea Service Commission January 5, Fishery Protection Squadron, U.K. Base Port, Rosyth.

H.M.S. Hubberton (C.M.S.), October, at Chatham, Local Foreign Service, 6th M/S Squadron (E). (May be delayed).

H.M.S. Londonderry (A/S. Frigate), November 5, at Portsmouth, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, 28th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Cavendish (Destroyer), November 18, at Portsmouth, General Service Commission, Home/East of Suez/Home/East of Suez, (Phased), 28th Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Parapet (L.C.T.), October 16, at Bahrain, Foreign Service, Middle East, Amphibious Warfare Squadron (E).

H.M.S. Eskimo (G.P. Frigate), October 21, at Portsmouth, General Service Commission (Phased), Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Portsmouth (B).

No. 829 Squadron, Nubian Flight, October 21, at R.N. Air Station, Culrose, General Service Commission, Wasp.

H.M.S. Sheraton (M/H. Conversion), November, at Portsmouth (tentative date), Local Foreign Service, 6th M/S Squadron (E).

No. 829 Squadron (Eskimo Flight), December 2, at R.N. Air Station, Culrose, General Service Commission, Wasp.

H.M.S. Caprice (Destroyer), December 3, at Rosyth for trials, General Service Commission, February 19, 1965, Home/East of Suez/Home/East of Suez, 28th Escort Squadron, U.K. Base Port, Devonport.

(Continued on page 5, column 1)

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Cavalier damaged while on tow to Gibraltar

WHILE the "Ca" class destroyer H.M.S. Cavalier was in tow in the Channel on the morning of May 21, she was in collision with the Liberian tanker, Birgan (17,905 tons), about 35 miles or so south-west of Brighton.

The destroyer's bows were badly damaged but there was no casualties in the ship. A sailor of the Birgan had head injuries and was flown from his ship to a hospital in Chichester.

"THANKS, JACK"

DURING a brief visit to Nassau on April 27, the Chief of Defence Staff, Admiral of the Fleet, Earl Minto, presented the British Empire Medal to L.R.O. Gordon Stocker, on behalf of the Queen.

L.R.O. Stocker was awarded the medal—to quote the official citation: "For courage and resource while assisting an Army Staff Officer, although both were unarmed, successfully to neutralise seven armed Cubans on Williams Island on April 5, 1963."

Stocker is at present serving on the staff of the Joint Services Staff at Nassau, and is accompanied by his wife and young daughter.

The "Navy News" reporter in Nassau has sent a cutting from "The Bahamian Review" magazine which should be of interest to those who are, or have been, actively engaged on patrol duties in Bahamian waters. With the approval of the editor of the magazine, part of the cutting is reprinted:

"We think it's about time somebody gave a small word of thanks to the Royal Navy for its patrol work in Bahamian waters. We also suggest that it is high time we showed appreciation of the efforts of these young men by extending more courtesy to them when they are ashore.

"...These men are doing very valuable work here.

"...These men are also paid precious little for their work. And yet they are charged full prices in restaurants, cinemas and bars all over Nassau.

"Couldn't we give the boys a break? Couldn't we show by courtesy and hospitality, that we appreciate what they are doing for us? It's about time we did."

Cavalier was to have been refitted at Gibraltar, and on board were Sub-Lieut. E. R. Fincham, R.N., and 34 ratings. The towing vessel was the R.F.A. tug Reward, of Portsmouth. When a ship of Cavalier's size (2,020 tons, standard) is on tow, the length of the tow could be up to about half a mile.

H.M.S. Aurora, the "Leander" class frigate, was exercising in the vicinity at the time of the collision, and on arriving at the scene sent a doctor and a Sick Berth Attendant on board the tanker to give emergency treatment to the injured seaman.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer rank:

To Chief Petty Officer
JX 60624 G. J. Howell, JX 81679 C. J. J. Cudry, JX 71289 J. C. Pake, JX 37131 A. H. J. Beagley.
To Master-at-Arms
MX 89988 P. E. Jennings, MX 79577 E. E. Smith, MX 78965 D. P. Whiting, MX 867420 P. L. Deary, MX 712678 J. P. Doubleday.
To Chief Petty Officer Writer
MX 847170 N. Baker, MX 840564 R. J. O'Leary.
To Acting Chief Engine Room Artificer
JX 911165 W. W. Baines.
To Acting Chief Mechanician
KX 849896 P. J. Bile.
To Chief Shipwright Artificer
MX 815894 S. J. Hood.
To Acting Chief Ordnance Artificer
MX 913817 H. G. Anderson.
To Chief Plumber
MX 807625 A. S. Phipps, MX 801195 I. V. Bennett, MX 801457 J. Mundell, MX 802504 R. T. Schofield, MX 802155 A. D. Peak.
To Chief Engineering Technician
KX 769619 J. B. Williamson, KX 817749 P. D. Stallion, KX 93293 P. C. Moore, KX 769734 F. Anderson.
To Acting Chief Electrical Artificer
MX 764402 F. H. King, M 961165 E. Capstick, MX 608176 D. E. Lee, MX 83295 R. Shaw, MX 888691 R. W. Wharton.
To Acting Chief Electrical Mechanician
MX 856797 J. M. Daniel.
To Chief Electrician
MX 905479 H. Bugean.
To Acting Chief Radio Electrical Artificer
JX 902435 J. H. Cunningham, M 928594 P. D. Ingram, MX 913994 G. F. Skinner.
To Chief Radio Electrician
MX 915028 C. T. Maiden, MX 908074 R. J. Hayward, MX 932788 T. J. Scholier, M 927624 J. W. Southall, MX 915225 J. Gloombridge-Harvey.
To Chief Radio Supervisor (Wc)
JX 905246 P. D. O'Leary.
To Chief Communications Yeoman
JX 871315 A. H. Brooks, JX 712762 B. H. Hoffmeyer.
To Sick Berth Chief Petty Officer
MX 773763 I. G. Smith, MX 818142 K. W. Jackson.
To Chief Weir
112377 J. B. Paine (Category, Writer (Pay), 108203 J. M. Dale (Category, Stores Assistant (Vn), 112653 M. H. Hooper (Category, Radar Plotter).
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SHIPS OF THE ROYAL NAVY

H.M.S. Tartar

No. 103



APART from the periods 1922-1936 and from 1949 until 1959 there has been a H.M.S. Tartar in the Royal Navy almost continuously since the first ship to bear that name was launched in 1702. The Battle Honours which number 20 and which range from Velaz Malaga 1704 to the Dover Patrol, 1914-1918, and the Second World War honours gained in Norway, Bismarck action, Arctic, Malta convoys, Mediterranean, Normandy, English Channel, Biscay and Burma bear out the service ships of this name have given.

The present Tartar, a general purpose frigate (gas turbine), was built in H.M. Dockyard Devonport, being laid down October 22, 1959, launched September 19, 1960, and completed February 20, 1962. There are seven ships of the "Tribal" class of which Tartar is one, and they have a displacement of 2,700 tons (full load). The length is 360 feet (o.n.) with a beam of just over 42 feet.

The armament is two 4.5 inch dual purpose guns in two single mountings and two 40 m.m. Bofors A.A. The A/S. weapon is a Limbo three-barrelled depth charge mortar. The ships carry a Westland Wasp helicopter. The complement is 250.

BADGES WANTED

SIR.—On behalf of the Worcester Branch of the Old Contemptibles' Association I am hoping to obtain a collection of 1914 Expeditionary Force service badges in this, the Old Contemptibles' jubilee year.

The Royal Naval Division of this Force consisted of Hawke, Drake, Nelson, Benbow, Anson, Hood, Colingwood and Howe Battalions.

Of the 172 badges I have acquired 150, and if you can assist me to obtain these Naval Division badges I would be very grateful. The collection is for presentation to the Worcester Regimental Museum, and I am willing to meet expenses entailed in obtaining these badges.—Yours, etc., E. GRIF-FITHS, secretary, Worcester Branch Old Contemptibles' Association, 47 Mill Street, Diglis, Worcester.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Thetis, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Darlington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Trombridge, Rhyl, Camperdown, Oheron, Cachalot, Blackpool, Berwick, Diamond, Acheron, Laybourn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadswind, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Bonifer, Agincourt, Leander and Grenville.

Naval Cooks win more Awards

ELEVEN Royal Naval cooks, all trained at the Royal Naval Supply School, Chatham, or at the Royal Naval School of Cookery, Portsmouth, winners of the Senior Salon Culinaire, Hotel Olympia, 1964, were presented with their awards at the Park Lane Hotel, Piccadilly, on May 7.

C.P.O.Ck.(D) T. J. Kirby, of Rochester, at present serving in H.M.S. Pembroke received the Malaga Challenge Trophy, gold medal and Dunhill silver lighter as the winner in the R.N. Inter-Command live, "beat the clock" cookery competition.

P.O.Ck. (O) D. Palford, of Portsmouth, at present serving in H.M.S. Pembroke, received the Royal Navy Challenge Trophy and gold medal for the best three collective cold dishes.

W.R.N.S.Ck.(O) H. V. Hill, of H.M.S. Raleigh, received the Madame Prunier Challenge Trophy and gold medal for presenting the best-cooked food before a jury in the Women's Inter-Service Hot Cookery Competition.

Cook (S) J. Edsall, of Upper Bourne End, of H.M.S. Pembroke, won the Three Cooks Challenge Trophy and gold medal, presented him annually to the competitor entering the two best cold sweet dishes. P.D.Ck.(O) A. Billington, of Portsmouth and H.M.S. Penelope, won the gold medal awarded for the most decorative cold ham. Both these wins were in open competition against all comers.

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SHIPS OF THE ROYAL NAVY

One of the visitors was Cdr. C. Woodard, who is writing a book about the Harwich Force, to be called the "Undaunted," and another was the vice-president of the Ashford Branch, Shipmate "Don" Murray.

Mr. Symonds also discovered two others who served in the Harwich Force who were not members of the Association. He says that he has always had the feeling that there must be a number "still scuttling around" who do not know of the Harwich Forces' Association and who would join if they did, and so meet "old ships" for a yarn once a year when the Association has its annual dinner in London every September.

The secretary of the Association is Capt. P. L. Ginn, D.S.M., R.N., Mill Cottage, Belemham Walter, Sandbury, Suffolk, who would be pleased to hear from anyone who served at Harwich during the First World War.

SURPRISE PRESENTATION

The highlight of the evening was presentation to Shipmate J. W. Watman for his good work as Secretary of the branch for the past 14 years, very closely kept secret, the presentation was made by the branch V President, Shipmate B. Thompson.

Training for occupation of Le Havre took place on Hampstead Heath

[In his last article Capt. Wright, who had retired in 1929 but who had been recalled for service in 1939 and had been respectively the Naval Officer in Charge, Antivassan, Port Sudan, Tripoli, and then Naval Officer in Charge Augusta, and Senior Naval Officer, Eastern Sicily, revealed that he had been appointed to take over a port covered by Operation "Overlord"]

I WAS, indeed, thrilled to learn that I was required to take part in the greatest amphibious operation ever to be attempted. For some weeks, as the fighting on the west coast of Italy moved northwards, I had felt an urge to move forward once more into a front-line port.

It was with great eagerness that I awaited the arrival of Capt. Macdonald. He arrived within two hours and gave me more information about Operation "Overlord," which was in the advanced planning stage. I had been designated as naval officer in charge of a port, and I was to return to the United Kingdom as quickly as possible.

Having had no prior warning, I sent a signal to Vice-Admiral, Malta, and learned that neither he nor the Commander-in-Chief, Mediterranean, had been informed. My release could not be approved until the C-in-C. had received confirmation from the Admiralty. In anticipation, I commenced

turning over my duties to my relief. Fortunately, s.s. Duchess of Richmond was in port, embarking personnel for passage to the United Kingdom and due to sail on March 5. It was not until noon on that day that I received permission to take passage. Before sailing, I received a signal from Vice-Admiral Sir Louis Hamilton (Vice-Admiral, Malta), sending his personal thanks for what he termed "your good work."

My staff and ratings gave me a good send-off. I knew that during the days I should be on passage, I would feel a deep sense of loss in leaving those with whom I had worked for many months, under difficult conditions, and

constant attack from the air. I did appreciate very much the loyal support they had always given me, and on sailing it was a joy to receive the following signal: "Ta, Capt. Wright—from officers and ship's company of Base. We wish to express our sorrow on your departure. We envy you your good fortune going to an even more active command. We all appreciate how much is owed to your energy and example in this base, and look forward to hearing of your further successes, and possibly sharing in them."

MUTUAL CONFIDENCE

I had taken over the command of Augusta Naval Base at short notice, and under difficult circumstances, in the early stages of the Sicilian campaign. To receive these messages filled my heart with intense happiness, feeling that I had gained the confidence of my senior officers, and those whom it was my privilege to have had serving under my command.

I had now served continuously for two years in front-line ports. I had been "mentioned in Despatches" at Tripoli, and awarded an O.B.E. for services at Malta and Sicily, while, for many months, it had been my privilege to assist at the yardarm the pennant denoting "The Senior British Naval Officer" which gave me the same

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Wright, O.B.E.,
R.N. (retd.)

status as a commodore, and giving me the authority necessary when dealing with not only H.M. ships but those of our co-belligerent Italian nationality. I was deeply grateful for the many other signals that I received.

The Duchess of Richmond sailed in convoy on the evening of March 5, 1944, and joined another section of the convoy at Gibraltar. Sailing with it was that very famous battleship H.M.S. Warspite. She was yet to play her part in support of the Normandy landings.

SOON AT WORK

We arrived in the United Kingdom on March 24, 1944. On reporting to the Admiralty, I was requested to



The devastated dock area of Le Havre. Because of the severe damage the port was eventually by-passed. (Photo.—Imperial War Museum)

attend a conference taking place that afternoon. Whilst there, I learned that my appointment was Naval Officer in Charge (designate), Le Havre, and I was to take command of Naval Party 1501. Within five days of my return to the United Kingdom I was in command of a camp situated on the border of Hampstead Heath. My connection with the Mille East had ended. A new era was now before me; what effect would it have on my destiny?

On arrival at home, I learned that my son, now Lieut. Cdr. (R.N.) was standing by a "Battle" class destroyer, building on the Clyde (H.M.S. Campedusa), and that my daughter was a Wren Electrician in the Fleet Air Arm, serving in a base somewhere in Scotland.

It was on March 28, 1944, that I joined the headquarters of Naval Party 1501 in camp at Hampstead, and was introduced to the officers of the party by Cdr. Evans. Although I had never met any of them before, it appeared that my reputation was not unknown. Thus, from the very start, arose a spirit of mutual confidence and respect.

OPERATION 'MUNSTER'

The operation for the occupation of Le Havre, was named "Munster" and it would occur according to circumstances, after the initial D Day, and was scheduled for D Day Plus. To enable the planning to be co-ordinated with the Base Sub-Area Commander, Brigadier McMicking, and his staff, a large block of flats had been allocated, situated near Victoria Station.

As a day in early June was scheduled for the original D Day for Operation "Overlord," there were, at least, two months available for planning and training for Operation "Munster." I was determined to organise realistic methods of training exercises, designed in such a way as to produce enthusiasm in all ranks and ratings taking part whilst at the same time toughening up the personnel. When I took over the duties of N.O.I.C., Tripoli and Augusta, I had not had the opportunity for planning or training. I was, more or less catapulted into those ports at short notice. During the past two years I had gained a wealth of first-class experience which I hoped I would be able to use in planning the lay-out of the port of Le Havre, and produce a really efficient port party.

The range of subjects covered a wide field, including booby-traps, shallow-water diving, underwater explosive devices, fire fighting, passive air defence, etc. On the planning side, the port of Le Havre was continuously under air

attack, and many other strange devices, which stirred the imagination and enthusiasm of all those engaged in this tremendous undertaking.

REALISTIC EXERCISES

The individual training of the various units within the naval party had now reached an advanced state. I therefore planned an exercise which would place the base on an emergency basis for a period of 24 hours, and would keep the communication, W/T and cipher departments really on their toes. The exercise was given the name "Rejuvenate." A port war signal station, and a local harbour signal station were set up on Hampstead Heath. Lorries represented convoys, jeeps, and E-boats, thunder claps represented the dropping of bombs, and Very lights represented mines dropped by parachutes.

Details of each incident were contained in sealed envelopes with instructions for the time of opening typed on the outside. Thus every section of the port party was kept continually on the alert. To make the exercise more realistic, a plan of Tripoli Harbour was superimposed on a large-scale map of Hampstead Heath.

This exercise, after analysis, proved to have been very instructive, and, at a later date, similar exercises were carried out, superimposing plans of Cherbourg and Brest Harbours. These exercises were supplemented by route marches and fire drill marches. Other methods were also adopted, to keep a continual atmosphere of realism, which included a dummy signal, to represent urgent instructions to proceed with dispatch to the embarkation point, for passage to the "far shore."

Just prior to D Day for "Overlord" Admiral Ramsay briefed all officers taking part in the gigantic operation. The briefing took place at Fort Southwick on Portsmouth Hill. Although my naval party was not to cross to the "far shore" on D Day, I attended the briefing, which was very thorough and interesting. Whilst there, I was able to meet many officers with whom I should be making contact at a later date.

ANXIETY FELT

The adverse weather conditions which existed during the period which had been planned for Operation "Overlord" will be remembered by many, and the degree of anxiety was felt by all ranks and ratings, from top to bottom. It seemed that it was by an act of Divine providence that the weather moderated to enable the crossing of the Channel and the landings on the Normandy beaches to take place.



An aerial photograph of Gibraltar. This impressive picture clearly shows why this stronghold is called "The Rock"



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch? No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.

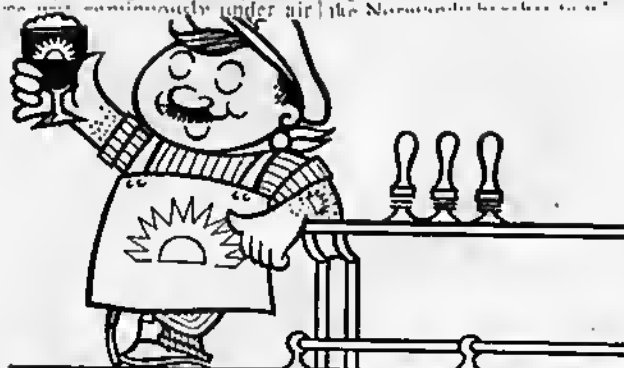


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Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?



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A SEAMEN'S SERVICE AT LINCOLN

LINCOLN CATHEDRAL was the setting for a special Seamen's Service on May 31, which is the nearest Sunday to the anniversary of two of the greatest battles in the history of the Royal Navy. The anniversaries are of Lord Howe's victory over the French in 1794—"The Glorious First of June"—and of the Battle of Jutland, fought on May 31, 1916.

Purpose of the service was to call for a blessing on the work of those who go down to the sea in ships, and was sponsored by the Dean and Chapter of Lincoln.

LINK WITH SEA

There is a long-standing link between the sea and the cathedral, which has a fine Seamen's Chapel with beautiful windows, unveiled eight years ago, by the late Admiral of the Fleet Lord Cunningham of Hyndhope.

During the service wreaths were laid in the Seamen's Chapel and a sermon was preached by the Precentor of the Cathedral, the Rev. Canon M. H. R. Synges, who was an R.N.V.R. chaplain during the Second World War. Attending the service were many representatives of the Royal Navy and the Royal Naval Reserves, Cadet organisations, civic leaders and representatives of the Merchant Navy, fishing fleets, port authorities, shipbuilders and others associated with the sea.

DISTINGUISHED VISITORS

The Flag Officer, Scotland and Northern Ireland, Vice-Admiral Sir Arthur Hezlet, K.B.E., C.B., D.S.O. and Bar, D.S.C., and the Admiral Commanding Reserves and Inspector

of Recruiting, Rear-Admiral H. C. Martell, C.B., C.B.E., attended, and among the distinguished retired officers present were Admiral Sir Frederick Parham, G.B.E., K.C.B., D.S.O., who is president of the Royal Naval Association, and Rear-Admiral R. St. V. Slierbrooke, V.C., C.B., D.S.O.

Most of those present at the service took part in a march past afterwards, led by the volunteer band of H.M.S. Caledonia, the R.N. Artillery Training Establishment, and a contingent from H.M.S. Malleson, the salute being taken by Vice-Admiral Hezlet.

In Memoriam

Edward McRea, Bandsman, RM17368, 42 Commando Brigade, Died April 13, 1964.

Joseph Temple Osborne Hind, Corporal RM20875, 42 Commando Brigade, Died April 13, 1964.

Ernest William Thomas Wilson, Petty Officer, P/JN893105, H.M.S. Excellent, Died April 15, 1964.

Stephen Rodney Rawlings, Artillery Apprentice, 076702, H.M.S. Fisguard, Died April 16, 1964.

Claydon Allard, Able Seaman, E/JN163722, H.M.S. St. Angelo, Died April 23, 1964.

Electrical Licul, Herbert Frederick Wood, Royal Navy, H.M.S. Collingwood, Died April 26, 1964.

Victor Dennis Riley, Junior Seaman Second Class, P/077328, H.M.S. Verman, Died May 1, 1964.

Foster Morrice Burrow, Radin Electrical Mechanician Second Class, D/M961351, H.M.S. Victorious, Died May 3, 1964.

KILLED IN ACTION

David McDonald Wilson, Royal Marines, May, (Rafian area of Southern Arabia.)

THE LONG WALK

BETWEEN 300 and 400 men of H.M.S. Caledonia, the Apprentice Training Establishment at Rosyth, took part in the annual 50-mile walk on May 30.

The course was a triangular one, starting and finishing at H.M.S. Caledonia, and passing through Inverkeithing, Crossgates, Kelly, Cleish, Crisp, at Dorn, Dullar, Tillicoultry, Allua and Kincaidine.

The objective is to complete the 50 miles in under 16 hours, but there will also be a special prize for the competitor to get round quickest.

Last year 102 men finished the course, the fastest being App. Milne, who ran all the way, and took seven hours seven minutes.

DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

H.M.S. Gurkha (G.P. Frigate), December 10, at Rosyth, General Service Commission (Phased), Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Rosyth (B).

H.M.S. Triumph (Escort Maintenance Ship), December 31, at Portsmouth, Service under consideration, Far East (C).

H.M.S. Rhyt (A/S. Frigate), January 7, at Portsmouth, General Service Commission (Phased), Home/Med./Home/Med. Div. I.d.r., 23rd Escort Squadron, U.K. Base Port, Portsmouth (A).

H.M.S. Salisbury (A/D. Frigate), January 7, at Devonport, General Service Commission (Phased), Home/Med./Home/Med. Div. I.d.r., 23rd Escort Squadron, U.K. Base Port, Devonport (A).

H.M.S. Diamond (Destroyer), January 14, at Chatham, General Service Commission (Phased), Home/Med./Home/Med. Div. I.d.r., 23rd Escort Squadron, U.K. Base Port, Portsmouth (C). (A).

H.M.S. Barrosa (A/D. Conversion), January 15, at Singapore, for Foreign Service (Phased), Far East, 24th Escort Squadron (A).

H.M.S. Hampshire (G.M. Destroyer), January 21, at Portsmouth, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Striker (L.T.S.) and No. 3 Assault Squadron, February 5, at Gibraltar, Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Bastian (L.C.T.), February 5, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. Lowestoft (A/S. Frigate), February 25 (under consideration), at Chatham, General Service Commission (Phased), Home/Med./Home/Med. Div. I.d.r., 23rd Escort Squadron, U.K. Base Port, Portsmouth (C). (A).

H.M.S. Luch Fada (A/S. Frigate), February, at Singapore, Foreign Service (Far East) (Phased), 26th Escort Squadron (A).

H.M.S. Ulster (A/S. Frigate), February, at Devonport, for trials, Home Sea Service, April 17th, Frigate Squadron, U.K. Base Port, Devonport. (Dates tentative.)

H.M.S. Nalad (A/S. Frigate), February (under consideration), at Glasgow, for Home Sea Service, 20th Frigate Squadron, U.K. Base Port, Portsmouth (under consideration).

H.M.S. Bronington (M./H. Conversion), February, at Rosyth, Home Sea Service, Vernon Squadron, U.K. Base Port, Portsmouth.

H.M.S. Laleston (C.M.S.), end March, Transfer to Vernon Squadron, Home Sea Service, U.K. Base Port, Portsmouth.

H.M.S. Kent (G.M. Destroyer), April, at Chatham, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, U.K. Base Port, Portsmouth (C).

H.M.S. Berwick (A/S. Frigate), April, at Portsmouth, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, Capt. (D), 21st Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Dido (A/S. Frigate), April, at Chatham, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, 21st Escort Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Decoy (Destroyer), April, at Portsmouth, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, Div. I.d.r., 21st Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Corunna (A/O. Conversion), April, at Rosyth, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, 21st Escort Squadron, U.K. Base Port, Portsmouth (under consideration).

H.M.S. Leander (A/S. Frigate), April, at Chatham, General Service Commission (Phased), Home/East of Suez/Home/East of Suez, 21st Escort Squadron, U.K. Base Port, Portsmouth (under consideration).

H.M.S. Blackwood (A.S. Frigate), April (tentative date), at Rosyth for trials, Home Sea Service Commission, June, 1965, Fishery Protection Squadron, U.K. Base Port, Rosyth.



H.M.S. Plymouth, leader of the 29th Escort Squadron, steamed 55,000 miles in a year

Families board Plymouth for last of her 55,000 miles

H.M.S. Plymouth (Capt. D. G. Kent, R.N.), leader of the 29th Escort Squadron, arrived at Deserport on May 22, having steamed 55,000 miles since she left her home port on June 4 last year. During the 12 months away the ship has visited Gibraltar, Malta, Aden, Addu Atoll, the Persian Gulf, Karachi, Colombo, Mumbai, Penang, the Nicobar Islands, Singapore, Sahal, Hong Kong and several of the small islands in Malaysia.

The two high-lights of the period away were the visits to Mombasa and Hong Kong. All those who cared to were able to travel the length and breadth of Kenya, visiting the game reserves and fertile highlands. In Hong Kong pursuits associated with good living were enjoyed, there being a number of invitations to the ship for Christmas and New Year festivities. Money-raising activities for local welfare projects were supported, and a number of visits to local factories and a film studio were made.

conditions under which a large number of people can live and work with complete harmony in a relatively small space. It is hoped that this standard of "flag-showing" was achieved wherever the ship went.

BEER LEFT OVER

About the only two meaningful statistics regarding food and drink consumed abroad (it is confidently expected that as many miles of sausages were consumed abroad as would be

by the equivalent number of civilians!), is that the ship's company has bought only 54,000 out of the 100,000 pints or so of beer available, and, the Junior's have put on an average of a stone in weight, which should reassure parents that their sons are well cared for.

Fleet exercises with ships of the Canadian, Australian, Indian, New Zealand, Pakistan and American Navies occupied much of the ship's time at sea. It is interesting to note that the ship has spent the equivalent of a five-day week at sea for every week of the commission.

Families and friends joined the ship up the Naze for the last few yards of the journey, about 220 visitors making the trip. Several new additions to families, including twins, were born while the ship was away; the eldest baby missed the ship by three weeks.



Capt. D. G. Kent, R.N.

Sport of all kinds played a major part in the recreation, health and fitness of the ship's company after prolonged periods at sea. On any one day two soccer XIs, a rugby XV, two hockey XIs, and a number of individual sportsmen would be giving competent performances on grass, macadam or sand pitches.

SPORTING SUCCESSES

The ship held the Squadron Soccer Cup throughout her foreign leg, won the Far East Fleet Small Ship Soccer Cup from H.M.S. Caesar who had held it for the previous 16 months, and drew, six-all, with H.M.S. Hartland Point for the Big Ships Cup to the ringing strains of the "Oggie Song."

The first XV rugby team won the Anderson Cup in a game against the Karachi R.F.C.

The two hockey XIs also did well, but perhaps their greatest success was in the friendly atmosphere in which the matches were played. This is best illustrated by quoting from a letter to the ship written by the Principal of the Mombasa Institute of Moslem Education: "... the sporting manner in which these (matches) were played was an education in itself to our students, who have little opportunity to play teams outside the Institute. The visit of our students to H.M.S. Plymouth has given them a clearer insight into the

The Duchess of Gloucester paid a private visit to H.M.S. London on May 20.

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Mr. Ernest Tracey, from Canada, talking to Cpl. Kevin Smith, R.M., aboard H.M.S. Laminerry during the Zeebrugge trip

Veterans meet again after 46 years ZEEBRUGGE TRIP

ONCE again a party of survivors of the famous First World War Zeebrugge raid have made their annual journey back to the mole, and while they were on their way over in the frigate H.M.S. Laminerry some of the 35 veterans were asked why it is they return year after year.

The answers were nearly all the same: "That raid changed my whole life and I feel it's my duty to the memory of those who died to go back." Also, the veterans agreed, it is always a jolly good opportunity to meet old shipmates, some of whom they have not seen for many years.

This time, for instance, two of the Zeebrugge raid veterans were meeting for the first time in 46 years. They were last together on the alter gun of the destroyer H.M.S. Phoebe, which escorted the blockships during the Zeebrugge action.

They were 71-year-old Mr. George Underley, from Whitstable, who holds the British Empire Medal for his work in the Fire Service during the last war, and 70-year-old Mr. "Wally" Pratt, of Ramsgate, who was making his seventh sentimental journey back to the mole.

TOUGH TRAINING

All the way from Canada to take part in the anniversary celebrations came Mr. Ernest Tracey of Victoria,

British Columbia. "This is my first trip back to Zeebrugge since the raid, and it's a tremendous experience," he said. Mr. Tracey, who lied about his age in order to join the Marines in January, 1917, when he was only 16, said the training the Zeebrugge assault parties underwent before the raid was "really tough." But he added: "When we got to the mole we were very glad the training had been tough—we were all 100 per cent fit."

There was 71-year-old Mr. James Sutton, of Charlton, London, who was already a veteran of the Dardanelles and Jutland when he went on the Zeebrugge raid as a petty officer gunner in the blockship Brilliant.

MORTUARY SEARCH

"We went in and sank the Brilliant as planned and then we had to paddle around in the water waiting to be picked up. Eventually an M.L. rescued us and took us to Dunkirk. I was reported dead after the raid and when I got back to Dover I found my wife



Mr. William Cleaver, survivor from the submarine C3 which blew up the viaduct at Zeebrugge, taking a stroll along the sea front near the mole

in the mortuary looking for my body. It was quite a reunion!" he said.

Another Londoner taking part in the anniversary celebrations was 79-year-old Mr. William Martin, who has been chairman of the Zeebrugge (1918) Association for the past 16 years.

Most decorated of the veterans returning to Zeebrugge was 77-year-old Mr. William Gladstone Cleaver, Conspicuous Gallantry Medal, Distinguished Service Medal, and Croix de Guerre (with palms). He was a leading seaman in the submarine C3.

A FLOATING ARSENAL

"The C3 was like a floating arsenal, loaded with six tons of explosive, and my job was to do all the firing. We were going to blow up the viaduct to isolate the mole from the shore. The submarine, with only six of us on board, was towed over by the destroyer H.M.S. Trident, but when we were close enough we slipped out tow and tried to get close to the viaduct without being seen, but a star shell lit up the C3.

"The Germans must have thought we had lost our way and that they could capture us because we were so close in, but we were able to ram the viaduct at 10 knots.

"Our captain, Lieut. Richard Sandford, lit the fuses, and we escaped in a skiff. But the skiff's propeller was damaged and we had to row away. Lieut. Sandford (who won the V.C. for the exploit) and two of the others were wounded when enemy searchlights picked us out. Then, when we were at a fairly safe distance, the C3 exploded and made a big hole in the viaduct. The captain, who was lying wounded in the skiff, said: 'Thank God,' and I was mightily pleased that we'd done it," said Mr. Cleaver.

MEMORIAL SERVICE

It was good to see that the Belgian people still remember the veterans and their brave action. Many hundreds turned up at the memorial on the seafront for a special service, and the local hands, ex-Service men's organisations, Scouts, Guides and school children turned out in force for the parade.

The veterans were also given first-class hospitality by the officers, ratings and Royal Marines of H.M.S. Laminerry (Cdr. D. E. P. George, R.N.), and there was a moving scene at Dover at the end of the trip when the entire ship's company gave three rousing, spontaneous cheers for the departing veterans.

Princess Marina visits R.N.A.S. Brawdy

H.R.H. PRINCESS MARINA, Duchess of Kent, who is Chief Commandant of the Women's Royal Naval Service, paid a one-day visit to Pembroke on May 19, during which she visited the R.N. Air Station, Brawdy, inspecting the new Wrens' quarters.

On arrival at the air station in a Heron of the Queen's Flight, Her Royal Highness was met by the Lord-Lieutenant of Pembrokeshire, who presented the Commanding Officer, Capt. W. I. Campbell, R.N., and Mrs. Campbell. She then left for St. David's by name the new lifeboat, where Brawdy's volunteer band was in attendance.

The Princess returned to the air station in time to take luncheon in the wardroom with the captain, the commanders and their wives, and the W.R.N.S. officers and nursing sisters. Afterwards she was escorted round the comfortable new Wrens' quarters by the captain, the senior Wren officer,

Chief Officer D. M. Blundell, W.R.N.S., and the unit officer, First Officer P. J. White, W.R.N.S., and also visited one of the new hangars, where work was in progress on aircraft, to meet Wrens of the air categories.

The chief and petty officer Wrens were presented to her and she also spoke to many of the junior W.R.N.S. ratings.

Before her departure from Brawdy (she was to declare open the new offices of the Milford Haven Conservancy Board), Her Royal Highness was presented with a banquet by Wren Blanche Miller (Stores Assistant (S)).



Princess Marina talking to Wren Geraldine Burns (M/T. Driver) outside the Wrens' quarters

BRIGHTON TROPHY FOR H.M.S. BRIGHTON

THE Mayor and Mayoress of Brighton (Councillor and Mrs. S. Deavon) visited H.M.S. Brighton at Chatham on May 4, to present to the ship a silver trophy for the inter-part football competition. The trophy is a silver salver of elegant design, bearing a fine engraving of H.M.S. Brighton at sea and, in presenting it, the Mayor expressed the hope that H.M.S. Brighton would be seen at Brighton at some time during the commission.

After thanking the Mayor and Corporation of Brighton for their generous gift, the captain (Cdr. A. J. Cooke, R.N.), presented the trophy to the first winners—the Engine Room Division, whose very successful team is sometimes known as the "Stokers All Stars." Accepting the salver on their behalf was the captain of the team, E.M. Oliver Bennett, of Lianelly.

Accompanying the Mayoral party was the Town Clerk and his wife (Mr. and Mrs. W. O. Dodd) and their son, who has recently served in the Royal Navy.

H.M.S. KENT VISITS BELFAST

H.M.S. Kent, the guided-missile destroyer built by Harland & Wolff, of Belfast, and commissioned last August, paid her first return visit to the Ulster capital over the week-end of May 23-24.

Since the ship left Belfast she has been undergoing an intensive series of trials designed to bring her crew and weapons up to the peak of efficiency. The ship arrived at Belfast straight from the climax of her "work-up" as a fully operational unit of the Home Fleet.

Last October the ship paid a most successful visit to Chatham, where she helped to restore the very close and friendly relations that have become a tradition between previous H.M.S. Kents and their parent county. She now carries on board the bell that was presented to her immediate predecessor in 1928 as well as a magnificent silk White Ensign which was a special gift from the Fair Maids of Kent last October. She was flying this during her visit.

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NAVY NEWS
June 1964

Submariners witness an unusual commissioning ceremony

SUBMARINES of the 7th Submarine Division in Singapore have recently been "getting around a bit," H.M.S. Anchorite found herself in Bahrain in the middle of a cold snap so severe that the night before her arrival the temperature had dropped to below freezing point! The boat was in the Gulf to take part in an exercise with the frigates of the 9th Frigate Squadron, and this was followed by a 10-day alongside maintenance period, during which the ship's company enjoyed the hospitality of the Army and R.A.F.

The eagerly anticipated visit of the Sheikh did not take place, but the B.R.C. "Treble Chance" quiz team (Brian Johnston, Nan Winton, Wynford Vaughan-Thomas and Charles Gardner) was a most effective and amusing substitute.

Whilst in Bahrain every opportunity was taken for sport and tours. Parties visited the refinery at Awali, and the Carlsberg Foundation excavations at the Portuguese Port, where the remains of towns dating back to 2,300 B.C. have been discovered.

QUEEN ENTERTAINED

On the way back to Singapore, H.M.S. Anchorite called at Nancowil Harbour, in the Nicobar Islands, where, among other things, two of her officers and the Chief M.(E) borrowed 22 rifles and shot a bag of 15 pigeons. Otherwise the ship's company used the excellent beaches for banyans and tried the local outrigger canoes. On one day the Queen of Nancowil, Rani Lachmi, visited the first submarine ever to appear in her harbour and was shown through the boat.

H.M.S. Amphion has recently been operating with the Indian Navy to give them some much-sought-after A/S. training and spent two weeks operating from the delightful harbour of Port Blair, a natural anchorage on the east coast of the Andaman Islands. Right from the moment she secured alongside, her host ship I.N.S. Belwa (a type-41 frigate) the submarine was looked after most generously and no efforts were spared to make her visit as interesting and enjoyable as possible.

H.M. Ships Diamond (Capt. J. D. Carlwright, D.S.C., R.N.) and Lawestoft (Cdr. M. W. G. Fawcett, R.N.) leave Chatham on June 22 after routine maintenance periods.

Port Blair, one time penal settlement and occupied and despoiled by the Japanese in the last war, is now being developed. It is intended that ships of the Indian Navy should use the harbour more frequently. A naval garrison has been established there for a year, but it was only during the visit of the Indian Navy for these exercises that the embryo shore establishment was formally commissioned as "I.N.S. Jarawa."

UNCONVENTIONAL CEREMONY

This it was that at 0700 hours on the day after Amphion's arrival her captain and a party of ratings found themselves at one of the most unusual commissioning ceremonies in their experience. The ceremony itself followed the usual procedure with the Chief of Naval Staff, Vice-Admiral B. S. Soman, Indian Navy, taking the salute, inspecting the impressive guard, making an address and handing over the commissioning warrant. What followed after Mrs. Soman had unveiled the name was very unconventional.

The guard and band lined up, a party of garrison sailors in the national dress of the Indian frontiersman, entered the arena and to weird music performed a Punjabi folk dance. This was followed by a dance by the local Berhali policemen dressed in gay sarongs and bedecked with floral garlands—their leader bedecked with blue dye.

Finally came the turn of 12 Ongi tribespeople. This group—six of either sex—had been specially brought by seaward patrol craft from the Little Andaman Islands, where their number is rapidly decreasing.

The Jarawa, after whom the establishment is named, are the tribe who inhabit the jungle north-west of Port Blair, and who habitually murder intruders. They were not represented at the ceremony!

Amphion's captain (Lieut.-Cdr. T. J. Andrews, R.N.) was lucky enough to be able to join a conducted tour which had been laid on for Admiral and Mrs. Soman, and visited local beaches, a pineapple plantation, a jungle police outpost on the border of the Jarawa country, observed elephants loading timber and so on.

For some years the Andaman Islands have been over-run with deer, and three parties of officers and ratings spent a night on "shikar" equipped with .22 and .303 rifles and suitable victuals with high hopes. All parties returned intact in best expedition fashion—wary and unwarded.

Cambrian runs 60,000 miles in a year

'Y DDRAIG GOCH DDYRY CYCHWYN' *

WHEN H.M.S. Cambrian (Cdr. D. K. Hankinson, R.N.) entered Portsmouth Harbour at the end of May, it was almost the end of a general-service commission which has been complicated by politics and above average in regard to time spent at sea. The over-all shortness of the commission of only 18 months has not been without its incidents, however.

The "R.N. Destroyer standing by H.M.S. Pheasant in heavy seas" (H.B.C.) in January, 1963, when the frigate's tow had parted off North Cornwall was the Cambrian—in commission exactly one week to the day, and at sea operationally for the first time in 17 years since being put into reserve in 1946.

After an "Excellent" report from the Flag Officer, Sea Training, and the one and only United Kingdom "jolly" during the commission, a visit to Cardiff, Cambrian sailed on Whit Monday, 1963, for East of Suez, and was immediately absorbed into the complex web of South-East Asian politics when she was detailed off to act as "Can guardship," even before formally joining the Far East Fleet.

PATTERN SET

Having finally reached Singapore six weeks after sailing from the United Kingdom, Cambrian was soon out to sea again to take part in Exercise "Fotex 63"—and thus the pattern of "keep Cambrian at sea" became firmly established. The political situation reflected greatly in the ship's programme during the next few months and Cambrian was kept busy on North Borneo patrol, pirate hunting in the Sulu Sea and feinting Malaysian troops to Sarawak.

A few days alongside were managed at Hong Kong and Singapore, and a week was spent "on location" with R.F.A. Tideships in the South China Sea in the production of an admiralty documentary film dealing with refuelling at sea. And the one and only Far East "jolly" was a few days at Cebu, in the Philippines, after which the ship was dispatched "on loan" to the Middle East Station, inevitably acting as Can guardship for a period on the way.

Christmas was spent in Aden Harbour, surrounded by hot rock and possible ugly violence following the murder by a bomb of the Assistant British High Commissioner, while further south the rumblings of military unrest spread throughout East Africa.

Cambrian was executing the aircraft carrier Centaur from Aden to Singapore when the Tanganyikan troops mutinied in their barracks at Dar-es-Salaam. Both ships were diverted to the area, and when more trouble occurred a few days later, on January 25, Cambrian kept up a barrage of diversionary fire on waste ground within sight of the mutineers' barracks to show the devastating power of her 4.5-inch guns, while the 45 Royal Marine Commando landed from Centaur and quelled the mutiny.

CAMBRIAN BOMBARDMENT

The bombardment was attributed in the world Press (and the "Navy News") to H.M.S. Rhyl, and although, to coin a pun, she would hate to steal

H.M. Yacht Britannia will take the Princess Royal to Newfoundland, sailing from Portsmouth on September 11. Britannia will stay in Canadian waters for the visit of the Queen and Prince Philip early in October.

H.M.C.S. St. Laurent, (Cdr. D. Lee, R.C.N.), arrived at Portsmouth for a fortnight's visit on May 27.



H.M.S. CAMBRIAN

completed—or so those on board thought.

LEFT ALONE

The ship's company thought otherwise one week later, when out of the blue, they found themselves as Can guardship for the third time, and were waving farewell to the other ships of the squadron as they proceeded homeward, leaving Cambrian behind to give the last ounce of her worth to the Far East Fleet.

However, an increased speed of passage and reduced shore time for the ship's company enabled Cambrian to arrive at Portsmouth on time, having clocked up over 60,000 miles in 12 months; having had the satisfaction of doing her job, sometimes difficult, often onerous and boring; always significant; having performed practically every patrol and guardship duty East of Suez; having taken part in every available major exercise; and having done it all well.

Cambrian is due to recommission at Chatham on June 17 under the command of Cdr. D. C. Jenkins, R.N., and the present ship's company is looking forward to some well-earned leave.

*EDITORIAL NOTE—"The Red Dragon (Cambrian's crest) leads the way." (Motto on the arms of Cardiff City).

Field-Marshal Sir Francis Fetting, G.C.B., K.B.E., D.S.O., D.C., will be the Inspecting Officer on July 25 when The Golden Boys' School will hold the Prize-giving and Annual Inspection at the School. All Old Boys will be very welcome. The Bursar would appreciate notice of intention of being present.

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PRECISION TIMING AT FLEET AIR ARM REVIEW

To celebrate 50 years of Naval Aviation, the Duke of Edinburgh was present at a review of the Fleet Air Arm which was held at the R.N. Air Station, Yeovilton, on May 28. The Review took the form of an inspection by His Royal Highness followed by a fly past of about 100 naval aircraft of all types.

There were, too, demonstrations of Commando helicopter assault techniques and aircraft carrier flight deck operations.

Prime Minister's wife dives in submarine

H.M.S. Trump, at present serving with the Fourth Submarine Division in Australia, was honoured recently by a visit from Dame Pattie Menzies, wife of Australia's Prime Minister, who finally achieved a life ambition when arrangements were made for her to dive in a submarine.

Accompanied by Lady Harrington, the wife of the Chief of Naval Staff, Royal Australian Navy, Vice-Admiral Sir Hastings Harrington, K.B.E., C.B., D.S.O., Dame Pattie boarded H.M.S. Trump in Jervis Bay, N.S.W., after flying from Canberra.

The ladies were quick to show their agility in negotiating vertical ladders, having been well advised to come suitably attired in slacks. The process of diving was witnessed in the control room, the submarine having proceeded into the centre of Jervis Bay where sufficient depth of water could be found to manoeuvre at periscope depth.

UNDERWATER GREETING

Various evolutions were carried out during the half-hour dive, including the relaying by underwater telephone of a message of greeting from the Flag Officer, Submarines, Rear-Admiral H. R. Law, C.B., O.B.E., D.S.C., who was visiting Australia at the time.

On surfacing the ladies attended the traditional issue of rum, not practised in the Royal Australian Navy, and then climbed to the conning tower to inspect the view while a high speed surface run was carried out.

Before disembarking, the distinguished guest was presented with a copy of Admiral Law's signal, and the chart used during the period she was on board, suitably marked with track and diving and surfacing positions.

The Jubilee Review entailed precision timing, for leading the fly-past was a Swordfish ("Stringbag") aircraft flying at 40 knots, followed by helicopters and fixed wing aircraft, some capable of a speed equal to that of sound.

ATTACKED BISMARCK

The Swordfish was piloted by Admiral P. D. Gick, Flag Officer Training who, as a Lieutenant, took part in the attack on the Bismarck. The other two members of the crew were Rear-Admiral H. R. B. Janvrin, Flag Officer Aircraft Carriers, acting as observer, and Lieut.-Cdr. C. Topliss as air gunner.

Admiral Janvrin, as a Lieutenant, took part in the attack on the Italian Fleet at Taranto and Lieut.-Cdr. Topliss, a Chief Petty Officer in 1944, was in the attack on the German battleship Tirpitz.

The Review was watched by an invited audience of some 10,000 guests, the majority of whom have an association with Naval Aviation. They included 300 former members of the Royal Naval Air Service who took part in the First World War, the first man to be awarded the Distinguished Flying Cross, one whose service career began in 1900 and some who took part in operations against Zeppelins.

From the Second World War there were about 500 people representing virtually every action in which the Fleet Air Arm took part.

One who watched the fly past was Mr. Marcel Lobelle, who designed the Swordfish.

Among the many high ranking officers who were present at Yeovilton was Admiral Sir Denis Boyd who was Captain of H.M.S. Illustrious at the time of Taranto.

NAVAL AVIATION MUSEUM

While at Yeovilton Prince Philip opened the Fleet Air Arm's own museum, permanently housed in a hangar at the Air Station. On show are many types of aircraft which became household names during the last war, including a Swordfish which, rightly, has the pride of place, together with the Sopwith Triplane, built in 1916, a

(Continued at foot of next column)



Away from the hurly-burly of modern life—away from the "amenities" of modern civilisation. A view of the settlement on Tristan da Cunha, the thatched cottages set out neatly on the grassy slopes beneath the towering cliffs and the still-smoking volcano, which was visited by H.M.S. Protector on her way home from Antarctica.

PROTECTOR COMPLETES HER NINTH SEASON IN ANTARCTICA

AFTER her ninth season in South Atlantic and Antarctic waters, H.M.S. Protector, the Royal Navy's ice patrol ship (4,250 tons, full load), arrived back at Portsmouth on May 15.

Commanded by Capt. M. S. Ollivant, M.B.E., D.S.C., R.N., Protector will remain at Portsmouth undergoing overhaul until September next, when she will sail again for Antarctica.

In the seven months that the ship was away the ship has covered more than 33,000 miles, patrolling and taking supplies to bases in the Falkland Islands Dependencies, and carrying out surveys of the area, duties in which the ship's two Whirlwind helicopters played important parts.

On the way back to the United Kingdom, Protector visited Tristan da Cunha, where she landed 20 tons of stores, potatoes and fertiliser, rice and flour, wood for the islanders' boats,

and machinery spares, while an electrical party from the ship carried

out repairs to Tristan's radio station. **SURVEY WORK**

In the Antarctic, the Protector has co-operated with the British Antarctic Survey in an investigation of the lonely South Sandwich Island archipelago. Landings were made on all but one of these islands, and biological and geological collections were made. A naval survey party accurately fixed the positions of these islands, which in the past have been badly in error.

From the South Sandwich Islands the Protector went on to the remotest of all oceanic islands, Bouvet, where she carried out work with the South African Antarctic research ship. Apart from the need to gather scientific information on the little-known and forbidding island, the visit had, as one of its prime tasks, the inspection of possible sites for a weather station.

PENGUINS FOR THE ZOO

Apart from memories, and nearly everyone who does a season in Antarctica looks forward to a second one, rugs and carvings from whale-bone made on board, H.M.S. Protector brought back for the London Zoo four penguins captured in South Georgia. One was "Fred," a king penguin, and the others, "Tot," "Time" and "Scrumptious," are gentoo penguins. They were kept on the net deck below the hangar and had their own swimming pool, made of canvas. Three chinstrap penguins were sent to the Zoo early in the season by air from South America.

Families and friends of the ship's company were taken to Spithead in a dockyard tug to greet the ship.

FIREBOAT ESCORT FOR SEALION

ESCORTED by the city's fire boat, jets of water playing from its four hoses in salute, H.M.S. Sealion entered the port of New Haven, Connecticut, on May 5, being the first British submarine to visit the city.

New Haven is the birthplace of one of the first submarines ever to be built for warlike purposes, Bushell's Turtle of 1775. This vessel launched an unsuccessful attack on H.M.S. Eagle at New York in the following year.

H.M.S. Sealion visited New Haven for a short but memorable visit after exercises in the Western Atlantic and after visiting New London, Connecticut, with H.M.S. Adamant and three other submarines.

The ship could stay only three days at New Haven because it had to get back to pay off for a refit at Rosyth. Everyone in the ship's company agreed that although the visit was far too short it was a splendid swan-song to the submarine's three-year commission.

During the visit a first-class dance and a "beer-cum-softball-type of picnic," with more beer than softball, were laid on by the local people and more than half of the members of the ship's company were entertained by the New Haven folk in their own homes.

(Continued from previous column)

Martlet, a Seafire, a Seafury, an Attacker, a Corsair and a Whirlwind. It is understood that a Walrus will be placed in the museum during the year.

In addition there are models of almost every kind of naval aircraft ever to have seen operational service, together with a number of aircraft carrier models. Guns, engines, equipment, battle honours and photographs are also featured.

The Museum will be open daily, except Mondays, until October 5.



King of the Castle.—Two of the four penguins brought back for the London Zoo by H.M.S. Protector



Two Royal Marines from H.M.S. Protector with one of the islanders of Tristan da Cunha. Beyond the cottage, only a few hundred yards away, is the steaming volcano

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Centaur in the Far East



When H.M.S. Centaur (Capt. O. H. M. St. John Steiner, R.N.) left the United Kingdom for the Far East in December last, she was soon in the news. First there was the assistance to those involved in the Lakonla disaster and early in the New Year she was off East Africa for the troubles there. The ship is now in the Far East—ready for anything. Exercises, patrols, and still more exercises and still more patrols, but there are occasions when those on board can relax and "see the world." The top picture shows the carrier at anchor off Pulau Tioman, an island off the east coast of Malaya. Ships often stop at this lovely tropical isle for a break during exercises. Swimming, "Banyans" and "Expeds" are the order of the day. Above: Ord. Sea. Irving of Perth, M.E.2 Flush of West Hartlepool and Ord. Sea. Foster of Brighton prepare for a rickshaw ride during a visit of the ship to Hong Kong. Top left: Naval Airman King of Twickenham tempts some Chinese children with a packet of sweets at Hong Kong. Bottom left: Naval Airman Mallin, of Mitcham, overcomes the language barrier as he negotiates with a young Malaysian on the island of Pulau Tioman over the price of a cucumber.

ESCORT SQUADRON HOME FROM MEDITERRANEAN

H.M.S. Rhye (Capt. A. M. Power, M.B.E., R.N.), H.M.S. Diamond (Capt. J. D. Cartwright, D.S.C., R.N.) and H.M.S. Lowestoft (Cdr. M. W. G. Furse, R.N.), the main part of the 23rd Escort Squadron, returned to the United Kingdom on May 22, after a year in the Mediterranean Fleet. The fourth member of the squadron, H.M.S. Agincourt (Cdr. G. J. R. Elgar, R.N.), returned home in March.

It is unlikely that any squadron in the Navy during the past 12 months has had a more varied, interesting and better-balanced programme, which has also been thoroughly enjoyed by everybody.

The squadron has taken part in five major exercises, working with navies

of the United States, France, Italy, Greece, Turkey and Spain. Three ships have been through the Suez Canal to help out in the Middle East, and one of these took a major part in the East Africa operations early this year.

NUMEROUS VISITS

There have been numerous visits and one or more ships have been to Cadiz, Gibraltar, Malaga, Genoa, Citta Vecchia, Naples, Athens, Salunika, Lemnos, Milos, Istanbul, Haifa, Izmir, Maronias, Rhodes, Suda, Cyprus, Beirut, Tobruk, Benghazi, Tunis, Mers-el-Kebir and Malta; not to mention a few ports East of Suez—Aden, Perim, Kamaran, Mombasa, Zanzibar and Dar-es-Salaam.

In addition, full practice and maintenance facilities have been available so not only have ammunition allowances been effectively used, but the ships have been able to keep up to date with the multitude of technical tasks required in a modern ship.

Many wives, though "not entitled," have been to Malta during docking and maintenance periods and there is no doubt the change did them as much good as their presence did the ship.

There is no doubt that service in seagoing ships is still the essence of naval life and it would be hard to match the opportunities presented to the 23rd Escort Squadron for interesting and varied work and training, coupled with "seeing the world" in the best sense of the word.

H.M.S. Urchin's farewell visit

H.M.S. URCHIN (Lieut.-Cdr. H. G. R. T. Duffay, R.N.), the fast anti-submarine frigate (fully converted from a destroyer), is to pay a five-day visit to London from June 4, berthing in the Pool of London.

During Warships Week, 1962, the borough of Ilford "adopted" the ship and ever since there has been a flourishing relationship between the ship and the borough, but this long-standing friendly connection between ship and borough will come to an end this autumn when the frigate completes her last commission.

The visit is a farewell gesture to the borough, and the people of Ilford will be able to get on board on the afternoon of Sunday, June 7. The ship will be open to the general public from 2 p.m. to 4.30 p.m. on Saturday, June 6.

During the ship's stay in the Pool of London the Mayor and Town Clerk of Ilford will be entertained to lunch on board and there will be a cocktail party for the Corporation. The borough is arranging a dance for the ship's company and H.M.S. Urchin is to give a children's party.

H.M.S. Chichester, which has spent 18 months in Chatham Dockyard and undergone a large modernisation, is to recommission on June 17. Rear-Admiral I. T. L. Hogg, D.S.C., and Bar, and Mrs. Hogg will attend the recommissioning ceremony.

Lady Douglas-Home to be at Chichester's commissioning

H.M.S. Chichester will recommission on June 17 at Chatham for a General Service Commission with the 29th Escort Squadron in the Home and Far East Fleets, under the command of Cdr. G. A. Rowan-Thomas, R.N. It will be the ship's fourth commission since she came into service in 1958.

An aircraft direction frigate of the "Salisbury" class, Chichester is 340 feet long, displaces 2,300 tons, and is powered by diesel engines which give her a speed of about 24 knots. Her task is to direct fighter aircraft and to

act as a radar picket for the Fleet. In addition to her primary role she is armed with a twin 4.5 inch semi-automatic turret and a sophisticated fire control system, a twin close range A.A. Bofors mounting and a three-barrelled "Squid" anti-submarine mortar.

RUSSELL REJOINS FLEET

H.M.S. RUSSELL, commissioned on June 2 at Rosyth under the command of Lieut.-Cdr. W. S. Gueterbeck, R.N. She is a Type 14 "Blackwood" class anti-submarine frigate and is the fifth of her name to serve with the Royal Navy. She is named after Admiral Edward Russell, Earl of Oxford, who commanded the fleet which defeated the French at the Battle of La Hogue.

The present Russell was built by Messrs. Swan Hunter and launched on December 10, 1954. She has previously served in the Second Frigate Squadron at Portland and the Arctic Division of the Fishery Protection Squadron and has recommissioned after a long refit at Rosyth.

LONDON DERRY BASED

The ship's displacement is 1,536 tons (full load), she is 310 feet in length over all and has a beam of 33 feet. She is armed with two triple-barrelled anti-submarine missiles and two 40-mm. A.A. guns. Speed is slightly in excess of 25 knots and she will form part of the 20th Frigate Squadron at Londonderry.

Lieut.-Cdr. Gueterbeck has served in H.M. Ships Maggie, Surprise, Carysfoot in the Mediterranean and Loch Lomond in the Persian Gulf. He also commanded H.M.S. Walton, of the Fishery Protection Squadron, based on Port Edgar, from 1959 to 1961.

YEAR-LONG REFIT

The ship has just finished a year-long refit at Chatham during which her old lattice masts (through which the diesel exhausts run) were replaced by the fashionable "solid" masts, and her radar equipment modernised, making Chichester the best-equipped aircraft direction frigate in the Navy.

Cdr. Rowan-Thomas is a Fleet Air Arm pilot and well qualified to understand the problems of the aircraft his ship will control. There are 16 other officers in the ship, of whom five will be under training, and there are 222 ratings, of whom 45 will be under the age of 17.

The ship is based at Portsmouth and gives leave from Chatham and, as may be expected, most of the ship's company live near these two ports.

The commissioning ceremony will be conducted by the Dockyard Chaplain, the Rev. R. T. Lowe, M.A., assisted by the Rev. J. E. Trevithick, Officiating Minister for the Church of Scotland and Free Churches, and the Rev. Father T. Hill, Officiating Minister for the Roman Catholic Church.

IMPORTANT GUESTS

The recommissioning ceremony will be attended by Lady Douglas-Home, who launched the ship, Rear-Admiral I. T. Hogg, D.S.C. and Bar, the Flag Officer, Medway, The Right Worshipful William Brookes, the Mayor of Chichester, Brigadier J. B. Ashworth, C.B.E., D.S.O., A.D.C., Colonel of the Royal Sussex Regiment, with whom H.M.S. Chichester is affiliated, and by families and friends of the ship's company.

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VISITOR TO LEITH

A VISITOR to Leith from May 25 to 28 was the Danish minelayer, H.D.M.S. Moen, which has only recently been completed.

The ship has a displacement of 1,800 tons, is 252 feet in length and a beam of 41 feet and has a complement of 180 officers and men.

During the visit, which was an informal one, ratings from the ship toured Edinburgh and the ship was open to visitors on May 27.





FAITHFUL FRIEND REMEMBERED

LAST year H.M.S. Dryad's well-known dog, "Boh," passed on to the Happy Hunting Grounds. This faithful friend, sadly missed by all who had served in H.M.S. Dryad, was buried with proper ceremony in the establishment.

To honour him the ship's company got together and started a collection for the Guide Dogs for the Blind Association. By many and various means, silver paper, shows and raffles, and with the enthusiasm and support of everyone in the establishment, the total necessary to purchase and train a dog for this worthy cause, £250, was raised.

At Divisions on May 27 a cheque was handed to Sir Michael Nall, B.L., General Manager of the Guide Dogs for the Blind Association who, in turn, gave to the establishment a statuette of a guide dog.

Ajax reunion

WELL over 125 men who had served either in the battleship Ajax, built in 1912 and sold in 1926, or in the cruiser of 1934, broken up in 1949, visited the anti-submarine frigate H.M.S. Ajax (Capt. the Hon. David Seeley, R.N.), at Portsmouth on May 16.

The battleship Ajax took part in the Battle of Jutland, and the cruiser's best remembered exploit was the part she took in the action against the Admiral Graf Spee at the Battle of the River Plate.

Sir Michael Nall, B.L., thanking the ship's company of H.M.S. Dryad for their generosity. (Photo.—D. W. Young.)

NEW MEETING PLACE FOR R.N. ELECTRICIANS' ASS'N

THE Royal Naval Electricians' Association has now completed its transition from the Morning Star in Portsmouth to the Farnham British Legion Club. With H.M.S. Collingwood, the Electrical School of the Navy, at Farnham it had been felt for some time that a meeting place in the area would be more convenient to the members.

The first meeting in the new premises resulted in the best attendance for some time, and the officials hope that this attendance will continue. Like many associations, the R.N. Electricians' Association has had its period in the doldrums, but the secretary, C. El. Coulstock, reports that it is now back on the upswing, with new members joining steadily.

The committee, under the chairmanship of P.O. Francis, has been meeting regularly and future events, including the annual dinner, are in hand. P.O. Francis has, because of drafting requirements, been forced to give up the chairmanship and Mr. A. Newman, who has done sterling work in keeping an eagle eye on the finances for the past 12 years, feels that he needs a well-earned rest, and is looking for a successor.

The present Royal Naval Electricians' Association, successor to the T.G.M.s. Association, has an advantage over many Service associations in that retired members continue their membership and put their weight in various capacities, and are able to provide the link when naval drafting takes over.



Some of the "characters" at the Dorset S.O.C.A.'s "Tramps' Ball"

The oldest submariner at a Tramps' Ball?

THE Dorset Branch of the Submarine Old Comrades' Association held its annual "Tramps' Ball" on May 9 at the White Ensign Club, Weymouth, being supported by its "Chummy Ship" Association, the Dorset Ex-Royal Navy and Royal Marine.

About 200 members and guests attended this ex-naval affair, which only goes to show that "dance and skylark" occasions, when organised by the Navy and ex-Navy personnel, are a success even before they start. This was no exception.

The "tramps" of both genders were "Fab"—to use a modern term, and a number of them had real 10 to 14 days' growth of beard for the ball. It cannot be stated that any bearded ladies were seen.

The photograph includes members

of both Associations. On the extreme left front row is Shipmate Leathal, chairman of the Dorset ex-R.N. and R.M. Association and, in the centre dressed as a tramp padre is their Standard-bearer.

OLDEST SUBMERGER?

Second from the right, back row, is Bro. Submerger Pomeroy, who is over 84 and is, possibly, the oldest living submariner. Mr. Pomeroy served in the first British submarines, the "A" class, before and during the First World War and, next to him, on his right, is his son, Bro. Submerger Pomeroy, D.S.M., who was decorated for his services in midget submarines during the Second World War.

Mr. Pomeroy, senior, despite his age, takes a great and lively interest in all activities connected with the Submarine Old Comrades' Association and is, indeed, a pillar of the association.

TRUST'S NEW OFFICES



An artist's impression of the new offices of the Portsmouth Local Committee of the Royal Naval Benevolent Trust which are to be officially opened on June 30 by Admiral of the Fleet, Sir George Creasy, the Immediate Past President of the Trust. The new offices, in the grounds of the Naval School of Motoring, Tryford Avenue, (opposite Alexandra Park), like the former offices in Victoria Road North, Southsea, will be known as "James Lane House" to perpetuate the name of the late Councillor J. E. Lane, M.B.E., J.P., an ex-Chief Writer, who was a founder member of the Portsmouth Local Committee and did so much for the naval community in Portsmouth—and elsewhere.

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Annexe proved its worth

THE first full year's working of the Families' Annexe of the Royal Sailors' Home Club has shown that, despite the doubts which were expressed when the project was in the planning stage, it is fulfilling a most needed requirement. There was a total accommodation figure of about 95 per cent of the potential, and the Annexe made a profit of over £1,000.

At the annual meeting, at which Admiral Sir Willfrid Woods, Commander-in-Chief, Portsmouth, the President of the Club, was present, it was revealed that the year's profit on the Club was just over £7,000. A reserve figure of £25,000 had now been reached and it would be possible, in the future, to plough back profits into the Club.

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The colossal Kittyhawk

SHIP WITH 80-90 AIRCRAFT AND A COMPANY OF 4,500

[The Editor is indebted to the Editor of "Vicnews," the daily newspaper produced on board H.M.S. Victorious, for permission to print the following extracts from articles which appeared on May 8 and 9.]

ON May 10 and 11, Victorious was engaged on flying operations in conjunction with the U.S.S. Kittyhawk, an improved "Forrestal" class strike carrier of massive proportions, during which some cross-deck operations were carried out, and to line on this exercise it was necessary for a party to visit the Kittyhawk while we were in Hong Kong. It was a fascinating experience.

Air transport has taken some of the drudgery out of travelling long distances and adds much to the excitement, particularly when using military aircraft. At midday we left Victorious's deck by chopper and a very few seconds later were thumped down on the runway at Kai Tak. Within a few minutes a snub-nosed, businesslike aircraft with "Kittyhawk" in huge letters on its tail, bumbled up the runway. This was the C.O.D. (Carrier Onboard Delivery)—it looked more like an airliner, but was, in fact, a Trader and could carry 12 passengers.

While the Trader was being refuelled, some of us who were contemplating their first deck landing with some apprehension, sought Dutch courage in the airport building. We didn't achieve much because even as the taste was fresh in our mouths, our American companions were informing us that their ship was "somewhere around the Philippines." They didn't seem too sure where, but we were certain of a journey of around 800 miles over blank ocean. After a journey of three and a half hours, a carrier was sighted below and we orbited gently, waiting for a never-ending stream of jets to land on. Eventually "Fasten seat belts—no smoking" was displayed and after a left-hand circuit we thumped down on deck and taxied forward into Fly One.

COLOSSAL SIZE

One's first and lasting impression of the Kittyhawk is its size: as soon as one steps out on deck, it hits one in the face. As one stands on deck and looks across the colossal beam at the end of the angled deck it is impressive—it is also, as our hosts were quick to point out, a great provider of confidence and safety during flying because the margins for errors are that much greater. Good for "Happy Hour" too as one's mind boggled at the number of deck hockey pitches that could be laid out, beam on, up the length of the angle.

Kittyhawk flies the flag of Rear-Admiral Bringle. Our first port of call was to meet him on the flag bridge, another massive space up in the island, roughly the size of a briefing room in Victorious. The first item on the programme was to switch on the television and see a re-run of the film of our own landing a few minutes earlier—a gimmick, you might say, but also a very real aid to flight safety. A pilot can view his own landing in the briefing room a few minutes after he has made it and watch points. There is no argument about it either because the film incorporates a reference point marking the correct glidepath through-out.

And then we were taken down to our "rooms" (cabins) for a wash and brush-up before supper. We descended an innumerable number of decks in a "Commanders only" lift which had the ominous notice in it "... days since this lift last broke down" and

the blank was unfilled. On the way to our rooms we were again overawed by the fantastic size which was vividly demonstrated by looking along our equivalent of 2 Deck Passage. I looked along and the openings disappeared in the far distance of perspective—then looked the other way and saw exactly the same. In spite of the size, one could not help being impressed by the cleanliness—it was positively clinical and, as I was to discover later, extended to all the main gangways in the ship.

BIGGER CATAPULTS

After supper in the Flag Mess (wardroom for the Admiral's staff) and endless coffee, for there is no beer for anyone in the U.S. Navy, we were taken up to witness a typical night launch and recovery. A typical launch in their cycle consists of some 17 aircraft of various shapes and sizes. There are four catapults, two in the same position as ours and two more up the angled deck. All four were in operation and one was left with the impression of aircraft being squirted off in all directions at once. These are British steam catapults, although they have a much longer track than ours, about 230 feet as against 130 feet. Consequently they can deal with greater all-up weights.

The launch completed, the land-on commenced—almost the first aircraft down was a Phantom, in which the pilot plainly made a nonsense. As he roared away into the night, one of our guides, renowned for his dry humour, declared blandly: "Gee, that must have been the demonstration holter we had fixed up." It took some time to get 17 aircraft on, but eventually the show was over and we retired once more to the Flag Mess for a film (strangely ancient) before retiring for the night.

As late night literature a copy of the "Plan of the Day" (daily orders) was provided. Apart from the usual information, it was interesting to see that it contained a full list of all punishments doled out at "Mast" (Captain's Defaulters), presumably as a deterrent.

Everything in Kittyhawk (apart from the "Kittyhawk Flyer," the counterpart of Victorious' "Vicnews") appears to be bigger, starting with the breakfast of steak and eggs. Apart from the nuclear-powered Enterprise and the later Forrestal, America, now under construction, Kittyhawk is the largest carrier in the world. She is 1,048 feet in length overall and has a beam of 268 feet maximum and flight-deck level, giving a flight-deck area of more than four acres.

NEARLY 100 AIRCRAFT

She carries between 80 and 90 aircraft, including Crusaders, Skyhawks, Skyraiders, Phantoms (the world's fastest fighters, capable of speed more than twice that of sound), Tracers and Skywarriors. There are also the first

(Continued in column 3)



H.M.S. Victorious at speed during manoeuvres off Hong Kong on May 6

Victorious in the Far East

THIRSTY WORK IN JAPAN

H.M.S. VICTORIOUS (Capt. P. M. Compston, R.N.), flying the flag of Vice-Admiral J. P. Seachard, C.B., D.S.C. and Bar, the Flag Officer Second-in-Command, Far East Fleet, visited Hong Kong for the second time during her present commission in the Far East on April 23. The occasion was marked by units of the Fleet taking part in a "shop-window" demonstration for local civilian and Service interests, as well as a considerable Press contingent, who later reported fully on the demonstration in both English and Chinese newspapers.

The main interest of the day, naturally, centred on the flying display by H.M.S. Victorious's air group, and its impressive demonstration of the fire power of modern naval aircraft. High-lights of the demonstration were rocket and homing attacks close alongside the ship, using live weapons carried by Buccaneers and Sea Vixens, and a piece of precision flying by two Sea Vixens demonstrating flight refuelling at low level.

A "gimmick" was produced when a photographic Buccaneer made a low pass over the ship, landed on, and with some snappy work by the photographic section, the visitors were able to see a picture of themselves taken from the air 30 minutes earlier.

CHOPPERS' VERSATILITY

Wessex helicopters of 814 Squadron gave a convincing search and rescue demonstration when a man, representing a ditched pilot, was plucked rapidly out of the sea close alongside the ship, with the aid of the frogman crew member. After which the versatility of the helicopters was shown by demonstrating their anti-submarine ability by detecting H.M. Submarines Ambush and Anchorite. Not content with this the helicopters also showed that they could operate from the R.F.A. tanker Tidespring, by refuelling on its deck during the anti-submarine operations.

During the ship's visit to Hong Kong, Anzac Day was commemorated at a ceremony at the memorial in the centre of the town. A fly past of Buc-

(Continued from column 2)

jet-powered utility helicopters, the Seasprites.

Of all these aircraft the Skywarriors are probably the most improbable, their vast size giving them the nickname of "the Whale." To see this vast aircraft on the flight deck of a carrier seems almost unbelievable. This small wonder the lifts have to be able to cope with 98,000 lb.

The "Vicnews" report goes on to say that the article may seem to be an advertisement for the U.S. carriers—but the reporter assures his readers that Kittyhawk is a truly remarkable ship. "Furthermore," he says, "remember that some of its most essential design features were adopted from the R.N.—notably the angled deck, the steam catapult and the projector sight—for all of which they freely give us credit. There are weaknesses, or at least chinks in the armour, even today. The most notable affect their air-direction arrangements, since their air-warning radar is vastly inferior to 984 and the mass of hand-drawn ephemeris plots in their A.D.R. would give the modern R.P. the absolute gears."

Kittyhawk is named after the small town of this name in North Carolina, where the Wright brothers flew the first heavier-than-air machine. The carrier carries about 400 officers and over 4,000 men.

A few more facts—the vast hangar just below the flight deck gives about two acres of parking space. The anchors weigh 30 tons each. There are two machines that will automatically shape 2,400 hamburgers an hour. There are nine garbage disposal units that can deal with 4,800 lb. of "gash" an hour.

although bad weather restricted operations somewhat.

VISIT TO JAPAN

Victorious made a courtesy visit to Yokosuka, in Japan, from May 12 to 19. It is possible that this was the first visit of a British aircraft carrier to Japan since the Korean War, and the ship's first since 1945.

As well as generous hospitality from United States naval and Japanese authorities, many tours were arranged, the most popular being to the snow-capped Mount Fuji, and the massive Buddha at Kamakura. This was all very thirsty work as witnessed by the notice in the U.S. naval ratings' club which announced "Congratulations to H.M.S. Victorious—in three days you have drunk more beer than the whole U.S. Fleet does in one week."

The children were not forgotten and a large number from local orphanages were entertained on board. Great local interest was also shown in the ship, and on one day, more than 10,000 visitors saw around the ship.

C.-in-C. visits Channel Islands

THE Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods, visited Cherbourg and the Channel Islands this week, flying his flag in H.M.S. Wakeful.

The frigate Wakeful celebrates her 21st birthday this month.



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A small section of Swanage visitors to the Portland branch. (Photo.—Warren & Rod Ltd., Portland)

SWANAGE BRANCH ENJOYED A NIGHT OUT AT PORTLAND

YET we lie again you! Ain a bit of a job one way and 'tother, clearing up all the mess after all they Swanage vellers and their wimmen-folk came to see we last month. We 'ad a fair bit to do, snu', and we reckon they enjoyed their night out.

Later on when the moon came up, we piked they all a bag of vish and chips, all 'ot, and it did we good to see

they all gettin' stuck in. Then we finished up wi' a rare old sing-song afore they went back. 'twere a perfect ending.

Since then, the Secretary of Seven-orks branch and 'is missus arrived on 'oliday, so we sorted 'ee out at our monthly committee meeting. I don't think 'e knew what went on during the meeting; well, they Kent vellers don't talk like we do, for a start!

We 'em also gettin' a regular guest speaker every month, and over the last couple of months we've had rare old yarns from Cdr. Douglas Duff, R.N. (ret.) the celebrated author and broadcaster; and we also know plenty about "Whaling Days in the Antarctic," Danny Morrison (ex Asilics) kept everybody quiet with his 10 years' experiences and films.

Next month we 'ave been told to wear our collars and ties because the Earl of Mayo (ex R.N.) is coming to speak, and now all the vellers want to know if 'e's going to wear 'is coronet!

We 'ope you folks be all keepin' well, there's always a welcome to 'ee, snu', when you git near we.

We will remember them

Shipmate "Jim" Pooley, oldest member of Hastings and St. Leonards Branch.

Shipmate "Bob" Riddle, for many years Treasurer of Hastings and St. Leonards Branch.

Vice-Admiral van der Schatte Olivier, Chief of the Netherlands Navy, visited Portsmouth on May 27, dining on board H.M.S. Victory with the Commander-in-Chief, Portsmouth.

To all serving officers and men

MEMBERSHIP of the Royal Naval Association is open to serving officers and men as well as to those who have completed their service.

Every day the Editor receives letters from branches extending a warm welcome to the serving officer and man. Men who served in two world wars still think the world of the Royal Navy and are hungry for information regarding the present-day Navy, and YOU—the present-day Navy—can supply that information and convey to them that the Royal Navy is, in essentials, the same as it ever was. It has not gone to the dogs.

You will be leaving the Service one day and will want to know how the Navy goes along without you and will join the Royal Naval Association—so why not now? Go along to your local branch during your leave—you'll be surprised at the warmth of welcome you will receive.

The Editor will be pleased to give you information at any time.

"TIME WE HAD AN H.M.S. RAMSGATE"

WHEN the Ramsgate Branch of the Royal Naval Association held its annual dinner recently, the Mayor of Ramsgate (Alderman J. Barnett) said that it was about time that the "big wigs" at the Admiralty got down to naming a ship H.M.S. Ramsgate.

He went on to say: "Somebody should tell the Navy this, as we have played a big part in Naval history in all parts of the world."

The Mayor congratulated the branch on its increasing membership, hoping that the increase would be maintained, and that the branch would continue to look after its members, socially and by welfare work, and that its interest in the local Sea Cadets, of whom Ramsgate was very proud, would be continued.

The chairman of the branch Shipmate L. Wilkinson, said that the Ramsgate Branch of the Association was well and truly afloat and he expressed thanks on behalf of the branch for the hard work of the teachers and pupils of Ellington Girls' School Ramsgate, who had spent months making the branch's new Standard.

During the evening long-service presentations were made to the branch treasurer, Shipmate C. Collier and Shipmate J. Johnson.

H.M.S. "Rhyl" returned to Portsmouth from the Mediterranean on May 22.

LARGE NUMBER AT No. 5 AREA DINNER

THIS year the Colchester Branch of the Royal Naval Association was host for No. 5 Area dinner and dance, which was held on May 9, and at which 130 shipmates from Aldeburgh, Clacton-on-Sea, Dagenham, Dereham, Romford and Ilfracombe, Shoburyness, Silke-Hillingham and Colchester were present.

The guests of honour were Lord and Lady Alport, Lady Binney, Shipmate L. Ward, D.S.M., and Mrs. Ward, all vice-presidents of the Colchester Branch, Capt. F. H. Stern, R.N., the area president, Shipmate Ward, of Dereham, the area chairman, and Mrs. Ward, and Shipmate B. Brandon, national councillor, and Mrs. Brandon, Sea Cadets of the Mersea Island Unit, under C.P.O. Ferguson, hoisted "Colours," after which a telegram received from the Association's patron, H.M. The Queen, was read. Capt. Stern proposed the Loyal Toast.

EXPANDING NAVY

Proposing the toast "The Royal Naval Association," Lord Alport said that although shipmates had all moved into a new world and, in most cases, now had no direct contact with a great Service, they were able, through the

Association, to maintain the comradeship they had found within the Service. Mentioning the amalgamation of the Services under the Ministry of Defence, Lord Alport said that the Navy was now moving into a new phase of expansion and importance, but in this new era it was just as important to keep ties with the past.

The area chairman proposed the toast "The Guests," stating that it was the last occasion that Capt. Stern would attend an area dinner as the area president. Capt. Stern had felt it necessary to curtail some of his activities and the area presidency was one from which he was resigning.

Shipmate B. Brandon thanked the Colchester members for their efforts in making the area dinner such a success, paying tribute to the area chairman, who kept him "in the picture."

Branches in the area had donated prizes for the social activities which followed the dinner, and the Colchester Branch, through "Navy News," would like to thank the branches for their generosity.

At the close of the function the Mersea Island Sea Cadets performed the "Sunset" ceremony.

Revisited ship after 19 years

WHEN H.M.S. Cassandra visited Belfast recently the shipmates of the Belfast branch of the Royal Naval Association were given a rousing time on board.

For a former chairman of the branch, Lieut. (E) C. A. Maxwell, M.B.E., D.S.C., M.I.Mar.E., R.N. (ret.), the visit brought back many memories for he was an Engineer Officer in the ship when she was torpedoed on December 11, 1944, while engaged on convoy escort duty.

Many lives were lost in the explosion which shattered the destroyer's bows. Lieut. Maxwell says that it was a trying time but "all part of the job."

"It was a great thrill," he said, "to step on board again after 19 years, and Capt. P. Linsby, D.S.C., R.N., and his officers made me feel very much at home."

Lieut. Maxwell has now left Belfast and his departure has left a void in the branch. His work for the Royal Naval Association has been an inspiration to the Belfast shipmates, and the branch headquarters and club owe much to his enthusiasm. He will be greatly missed, but the members wish him a happy retirement.

The Belfast branch regrets to report the death of Shipmate D. Hunt, D.S.M., who joined the Service in 1929, taking his pension in 1958. He served 15 years in submarines. On his retirement he was employed in the Customs and Excise and carried the invitations from the Belfast branch to visiting H.M. Ships to Belfast. A well-known character, his death is a great loss to the branch.

SEA CADETS GUESTS OF BEER BRANCH

THE Caterham Sea Corps Unit visited Beer during Whitsun week for its annual training and recreation, under the command of Lieut. B. Forgham, R.N.V.R., the Beer Branch of the Royal Naval Association being hosts for the week.

There was a church parade on Whit Sunday, the service being conducted by the Rev. D. T. Davies in the Congregational church.

During the week the local fishermen provided boats for practical boat pulling and Mr. Kenneth Bastone, of Scatun, took the boys to sea for practical steering and handling of boats under power.

Two football matches were played against the Beer Boy Scouts, each side winning one match. An evening motor rally was organised by Mr. G. Korel, chairman of the Beer Branch. The boys, who had received map-reading instruction from Mr. Korel, acted as navigators.

Instruction in life saving, cliff rescue work and general coastguard duties were given by Coastguardsman E. C. Robbins, who is the secretary of the branch.

A dance was arranged at which all local youth organisations were present and in which the local parish councillors were invited. Miss B. Asquith donated a gift, and refreshments were kindly given by Lieut.-Cdr. J. H. Maundrell, R.N. (president of the Beer Branch), and Mrs. Maundrell.

Successful experiment at Fareham

THE experiment of holding a short meeting to be followed by a social evening has proved so successful that the Fareham Branch of the Royal Naval Association has decided that each alternate meeting shall follow this pattern.

At the May meeting and social there was plenty of homely fun, with an abundance of assorted refreshments provided by the ladies. Fareham recommends this idea to branches who do not have a club of their own. More interest is stimulated and the wives take an active part in the social life of the branch and feel that they are part of a great Association.

Members of the branch were guests recently of the Petty Officers of H.M.S. Collingwood and on arrival found that the principal guests were members of the Battersea Branch of the Association. Old shipmates, who meet as a rule only at conferences or reunions, were able to swap yarns and ideas for the well-being of the Association.

Both Fareham and Battersea wish to thank the Petty Officers of No. 4 Mess for a most enjoyable evening. As our reporter put it: "They certainly know how to take care of the well-being of their guests."

WRENS' TIDDLEY SUITS PLEASED BLACKHALL

MEMBERS of the various branches of the Royal Naval Association throughout the country are always delighted when serving men visit their headquarters and the Blackhall and Coastal Branch is no exception. Members of that branch were more than pleased when two Wrens "dropped in." They looked very tiddley in their uniforms.

Other visitors were C.P.O. E. Moss, ex-H.M.S. Albion and Ordinary Seaman Platt, who now has his own drinking mug, a "Zider pot."

Once more the branch has been in mourning for, after a short illness, one of the hard-working members of the Ladies' Committee, Mrs. Jones, wife of Shipmate D. Jones, died. Mrs. Jones was always ready to sing for all on social occasions, and the sympathy of the branch goes out to Shipmate Jones and his family.

While at Liverpool recently, Shipmate S. Hartley visited the Crosby branch of the Association and was made very welcome indeed.

Working parties have been busy in the headquarters and it would appear that the shipmates have lost none of their touch when it comes to "Ruunds."

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Some of the members of the Ringwood, Bournemouth and Ashford (Kent) branches who spent a splendid evening together on May 12 at Ringwood. (Photo—F. Hayward, Ringwood)

Ringwood branch entertains Ashford and Bournemouth

SHIPMATES and friends of the Ringwood Branch of the Royal Naval Association entertained shipmates and friends of the Ashford (Kent) Branch and the newly formed Bournemouth Branch on May 12.

In the absence of the president of the Bournemouth Branch, Shipmate Cdr. H. Bowen, R.N., the guests were welcomed by the chairman, Shipmate R. Stevens.

Many "old ships" met at the reception and the names of a lot of ships which have gone through the breakers' handle were mentioned. Shipmate Cdr. Willmott, president of the Bournemouth Branch, in particular, met many with whom he had served, among the 80 or so who were present.

Shipmates "Don" Murray, vice-president of the Ashford Branch and Cdr. Willmott replied to the welcoming speech of the Bournemouth chairman and Miss Sandra Pounds, daughter of Shipmate D. and Mrs. Pounds, presented Mrs. Murray with a bouquet. Miss Pounds later entertained everyone with a song-and-dance act, which was so well received that she was asked to give another turn. Her rendering of the modern popular hit—"Sailor"—was received with tumultuous applause.

The traditional silence in remembrance of shipmates who have "crossed the Bar," followed by the well-loved Sailors' Hymn, opened the proceedings of the evening and brought back to many memories of lonely watches at sea, old friends and rough and calm waters.

A good old-fashioned tomhola, with "certain numbers" being called by Shipmate Holloway, and Shipmate Coombs keeping pace with the coin, started the social side of the evening, followed by libations to Bacchus before some really good community singing, led by Shipmates Holloway, Mackay and Cuppen.

"The whole evening was a splendid 'get-together,' enabling old friends to renew their friendships and make new friends."

Harwich Force men meet

WHEN the Ringwood Branch of the Royal Naval Association entertained the Ashford (Kent) Branch recently, ex-C.P.O. J. E. Symonds found three members of the Harwich Force Association among the visitors. This association commemorates the work of the Harwich Force during the First World War.

One of the visitors was Cdr. C. Wollard, who is writing a book about the Harwich Force, to be called the "Undaunted," and another was the vice-president of the Ashford Branch, Shipmate "Don" Murray.

Mr. Symonds also discovered two others who served in the Harwich Force who were not members of the Association. He says that he has always had the feeling that there must be a number "still sculling around" who do not know of the Harwich Force Association and who would join if they did, and so meet "old ships" for a yarn once a year when the Association has its annual dinner in London every September.

The secretary of the Association is Capt. P. L. Gunn, D.S.M., R.N., Mill Cottage, Belcham Walter, Sudbury, Suffolk, who would be pleased to hear from anyone who served at Harwich during the First World War.

ADMIRAL OF THE FLEET'S FIRST TOMBOLA WIN

WHEN the Molesey Branch of the Royal Naval Association held its annual dinner and dance on May 2, the Branch president, Admiral of the Fleet Lord Fraser of North Cape, G.C.B., K.B.E., was one of the 70 shipmates, wives and friends who attended. The guests included the area chairman, Shipmate Lieut.-Cdr. Bates, and Mrs. J. L. Bates, Mr. and Mrs. L. D. Hill and Mr. Lake.

After an excellent meal the branch vice-president, Shipmate Lieut. Lloyd-Armstrong, proposed the toast "The guests" and Mr. Lake, who is ex-Royal Air Force, and had to choose his words most carefully, replied most aptly. The branch chairman, Shipmate W. F. Buckingham, proposed the toast "The Association" and stressed the need to build up membership throughout the branches. He took the opportunity of welcoming a new shipmate, Capt. T. W. E. Dammitt, R.N.

Lord Fraser spoke on behalf of the Association and stated that the Association needed many more new younger members. He also referred to the part played by the House of Lords, the members of which voted against the new name of the Admiralty being the "Navy Board" and getting the Government to accept the term "Admiralty Board."

The Admiral of the Fleet presented tankards to Shipmate Prangnell "Chippy" and Shipmate Fielding "Sparks" in recognition of their work during the rest of the branch headquarters.

Shipmates from Edgware and Hemel Hempstead joined the Molesey shipmates after dinner for a first-class dance. During the interval between dances there was a round of tomhola, and Lord Fraser put a "full line" up. This, he declared, was his first win at tomhola after a lifetime in the Navy.

Mayor promises to become an active member

THE Dartford branch of the Royal Naval Association held its annual dinner and dance on April 18 and the President of the branch, Shipmate Capt. F. Millar, C.R.E., D.S.C., R.N., gave a hearty welcome to 100 members, wives, families and guests.

The Guest of Honour was the Mayor of Dartford, Shipmate Layton Mayne, J.P., who, in his speech, said that although he was only a new member he had seen many good deeds done, particularly in welfare work, by the Royal Naval Association, and it was good to see that when one's serving days were over there was always comradeship within the Association.

He promised that when this year of office as Mayor is over he will be a very active member of the branch.

Shipmate R. Skeggs, the Branch Chairman, proposed the toast to the guests, paying tribute to all those who had given so much willing help over the past year. He also congratulated the Branch Padre, the Reverend Rutland Giffin, on "picking up the rate," (he had been appointed as Rural Dean on the previous day).

The Vice-President of the Association, Shipmate S. Gindrey, responded for the guests. Other speakers were the Branch Secretary, Shipmate J. Brett, the Social Secretary, Shipmate W. Pearson and the Mayress, Mrs. Dilyn Smith. Bouquets were presented by Miss Hunt to the Mayress and Mrs. Millar, and each lady guest received a small spray.

SURPRISE PRESENTATION

The highlight of the evening was a presentation to Shipmate J. W. Waterman for his good work as Secretary of the branch for the past 14 years. A very closely kept secret, the presentation was made by the branch Vice-President, Shipmate B. Thompson. In

'Don Murray Trophy' to Chatham

IT is very pleasing to note the continued interest in the Royal Naval Association by the branches of No. 2 Area which attended the spring quarterly meeting at Folkestone, some delegates having to travel a fair distance to be there.

Branches represented were Folkestone, New Romney, Ashford, Maidstone, Dartford, Epworth, Chatham, Gillingham, Gravesend, Temple Farm, Horley, Sittingbourne, Croydon and Sevenoaks. Apologies were received from Purley (that branch was holding its annual dinner), Gillingham and Dorking.

The entries for the Don Murray Trophy were judged before the meeting. Chatham Branch was the winner with 222 points. Chatham and Worcester Park came second with 172 points and equal third were Dartford and Temple Farm Branches with 152 points.

INCREASED MEMBERSHIP

Chatham's success was due to increased membership, and it would

addition to receiving a writing set from the members. Shipmate Waterman was made a life member.

Thanking the members for the surprise presentation Shipmate Waterman promised the new Secretary, Shipmate Brett, all the support he could give. He also said that now he would have more time for his real love—his work as the branch welfare officer.

Horley's tribute to lifeboatmen

THE Horley Branch of the Royal Naval Association took part in the Cranley carnival on May 18 and also in the Horley carnival on May 30, on both occasions entering a float.

The theme this year was a tribute to the Lifeboat Service, and through the local ladies' committee the branch obtained materials from the R.N.L.I. to decorate the floats. Members of the branch were dressed in oilskins as worn by the lifeboat crews.

The local Careers Officer, Lieut. C. J. Francis, R.N., made arrangements for a Royal Navy display van and for a shop-window display.

The shipmates of the Horley Branch feel that the men of the Lifeboat Service are comrades of the Royal Navy, and many members of the association are in the crews of these boats, and Horley was pleased to pay a tribute to them.

West Ham largest branch in No. 1 Area

THE Editor has received, and read with great pleasure and interest, the No. 1 Area "Bulletin," the editor of which is Shipmate G. R. Baxter, of the West Ham Branch of the Royal Naval Association.

The issue was a special one in honour of West Ham reaching the F.A. Cup Final and when going to print the result was not known. It must have given the West Ham Branch a thrill when "The Hammers," after such a good and exciting match, managed to capture the coveted cup.

The editor of the "Bulletin" called for reports from the various branches in the area and he was well supported. Some of the news in those articles would have made welcome reading in branches up and down the country. The editor, "Navy News," takes this opportunity of reminding branch secretaries everywhere that he is always anxious for news of more than local character. Shipmates in, say, the North-East are not interested in Shipmate So-and-So's wife in the South-West having a baby, but dedications, formations of new branches, ways of stimulating interest in the Association, ways of raising funds, help given through branches, and so on, are all

"news" and may be of help to many other branches.

"UP THE IRONS"

The West Ham Branch claims the largest membership in the area. "This is natural," says the editor of the "Bulletin," "for West Ham's ties with the Navy are varied and many." He goes on to say: "From West Ham we have built and launched battleships for service with the Royal Navy. Indeed the last one was launched in April, 1911, and named the Thunderer. This was built and launched by the Thames Ironworks, which, incidentally, was the original name of West Ham United—yes—Thames Ironworks Football Club. Hence the call of 'Up, the Irons!' One of the two Sea Cadet units in West Ham now carries the name of Thunderer."

SUBMARINE OCCASION AT BIRMINGHAM

MR. R. L. Bowles, secretary of the Birmingham and District Branch of the Submarine Old Comrades Association, must have been a proud man to see many months of hard work and personal organisation come to such a successful conclusion when the new Standard was dedicated at Birmingham Cathedral on May 10, 1964, by the Primate of Birmingham, the Rt. Rev. G. Sinker.

The service was attended by Vice-Admiral Sir Sydney Race, K.B.E., C.B., former Flag Officer, Submarines, Capt. F. A. Lowe, C.R.E., D.S.C., the Admiralty Regional Officer, and the Lord Mayor and Lady Mayoress.

Members of other branches, including London, Dorset, Cheltenham, Manchester, Norfolk, Leicester and Warwickshire, supported this important occasion, and Midland units of the Sea Cadet Corps, Royal Navy Associations, Royal Marines, W.R.N.S., D.E.M.S., Army and Royal Air Force Associations turned out in force.

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A terrible night — two ships sunk under him within minutes

ACTION OFF THE HOOK OF HOLLAND

BY EX-CHIEF PETTY OFFICER L. E. SYMONDS

IT was a bitterly cold night on December 23, 1917, as we steamed out of Harwich—a division of destroyers of the 9th Flotilla, Harwich Force, to rendezvous with a large convoy which we were to escort to the Hook of Holland, meeting them off Orford Ness. As we neared the convoy and all turned to line to starboard, following the leader, we were all at action stations. I, and my torpedo tube watch mate, were sitting astride the after twin tubes, of which we carried four over the engine room.

The Retriever, ahead of us, had a dog on board which barked, and being a very still night we both heard it. My mate "Skippy" Toye, said to me: "Have you ever heard a dog bark at sea before?" I said: "No, I haven't, what of it?" and he replied: "That is a very unlucky sign; something pretty bad is bound to happen." I tried to assure him that it was all piffle, though it was a thing I had never known happen before.

We picked up the convoy afterwards, closing them and headed for the Hook. At about 3.30 a.m. we were abreast the North Hinder lightship, or Noord Hinder, as she was named, and very soon afterwards a huge orange flash and terrific explosion a long way ahead of us occurred, followed by another, which we now know was the Surprise, which had been either torpedoed or mined. We continued to circle the convoy at speed as it made its way into the Hook. We then waited outside, steaming around, for another convoy to come out of the Hook which we were to escort back to England.

TORRENT HIT

A rather dense fog came down as we were steaming around when, suddenly, there was a terrific explosion which appeared to be right under us and which seemed to lift the Torrent, in which I was serving, clean out of the water. I next remember being half-way down the engine-room hatch, having, presumably, been blown there by the explosion. I struggled out, but found I was unable to use the lower part of

my body. I hauled myself somehow along the wrecked deck to the fore part of the ship, which by now was listing quickly to starboard, the side I was on.

I reached the whaler which a shipmate, with his left arm completely blown off, was trying to lower, a truly heroic action. His name was Rudge and he shouted to me: "Jump for it, quick!" The ship would not last many minutes and by now was nearly on her side. I could see that she could not stay afloat very long, and I sat on the side of the ship, which was nearly completely on her port side.

The fog was freezing, and the water, although there was a slight choppy sea, comparatively calm. I was bitterly cold and loath, somehow, to shed what clothing I had, and very hesitant about plunging into the icy sea in complete darkness. I could see nothing which would help to keep me afloat. While I was hesitating, another terrific explosion occurred, similar to what I had already experienced. This proved to be a torpedo fired at us when we were completely helpless and no longer a fighting unit.

This was the worst kind of action that any human can commit, and one for which I can never forgive the German nation—to kick us when we were already down and out.

BLOWN INTO ICY SEA

I was blown into the icy sea, clad in oilskins and leather sea boots. We practically lived in these in those times in a destroyer, often turning into our

hammocks, still fully clad, to snatch a few hours' sleep, but ready for action at a moment's notice.

I seemed to be dragged down to a great depth, somehow still trying to hold my breath, until my lungs seemed about to burst. I swallowed a considerable amount of oil fuel and salt water, which was to affect my health for the rest of my life. I felt entangled with wire, which, on reflection, may have been the aerials. Freeing myself from them I reached the surface. Cries for help seemed to come from everywhere. There appeared to be a body near where I surfaced, but it proved to be a piece of wood, to which, with difficulty, as I was still clad in my oilskins and heavy boots, I managed to reach.

RESCUED

Getting one arm over the wood I tried, without success, to take off my heavy boots and clothing. I seemed to be getting weaker through the shock of the explosions and the bitter cold. Semi-conscious, I faintly remember seeing the outline of a destroyer steaming to us struggling survivors. This turned out to be the Tornado, a sister ship to our flotilla, and which made a gallant attempt to rescue all they could in the shortest possible time, knowing enemy submarines to be in the vicinity.

TORNADO SUNK

I remember, vaguely, her coming near to where I was, being hauled on board, taken forward to the seamen's mess deck, being placed near a stove and some members of the crew dragging off my sea boots and being about to drag off my oilskins when, suddenly, that same old familiar terrific explosion, which seemed to lift us out of the water, took place, and all was in darkness and confusion.

All hands made for the upper deck. As the Tornado was a sister ship of the Torrent I knew in which direction to go to reach the upper deck. Somehow I managed, in my terrible condition, to reach the mess-deck door, crawling and hauling myself along the mess deck in the complete darkness. As I reached the mess-deck door leading to the galley I dropped right into the water. The ship must have been blown in half. I suppose that the mine or torpedo had exploded over our own magazine, which was under the galley flat. I again found myself in that tangled mass of wreckage and crew struggling in the water.

As can be imagined I was, by now, in a very poor state. True, I was now without my leather sea boots and had better freedom of movement, such as it was. I sighted a life raft which might have been blown out of either Torrent or Tornado and by a superhuman effort managed to get to it and to get my arm in over the edge of it. It was a Carley float and had 10 or 12 in it. I was too cold and numb to get into it, so I wedged my hand through the riping that went round the edge, knowing as I did so that I was too frozen and helpless to hold on. I thought of only one thing—to keep my head above the water.

The Noord Hinder was flashing her light in the distance and each time the flash came I could see the heads and hands of people in the water as they shunted for help.

Then the submarine, like a big whale, surfaced. I remember someone saying: "Be quiet, or they will turn the machine gun on us."

RESCUED BY RADIANT

I must have lost consciousness, for my next recollection was of feeling an iron deck underneath me and several people standing by, one of them being a shipmate of mine named Corben, of the Torrent. We were the only two survivors from a crew of 127.

He kept saying to me: "It's all right, it's all right. It's Christmas morning and we are nearly in Harwich." I could not believe this as I lay on the iron deck of the galley in front of the fire. I was on board the Radiant, to whose gallant captain I owe my life.

At a recent annual reunion dinner in London of the Harwich Forces Association, of which not many members are left, and which was founded to commemorate the name of Commodore Tyrwhitt, of the "Saucy Arethusa," who commanded the Harwich Force of destroyers in which I served throughout the First World War, and with the Dover Patrol, of which I could tell many exciting actions, the captain of the Radiant told the story of my rescue.

After a while I was convinced by my good shipmate Corben that I really was on a British destroyer, and not in a U-boat, a prisoner of the Germans, and that it really was Christmas morn-

ing and we were nearly back in Harwich.

PULLED FROM THE DEAD

Now I must tell of the hundred-to-one chance which resulted in my being on the galley floor. I learned that I was originally laid among the dead who had been picked up, and my shipmate recognised me among those of the Tornado and Torrent, and just as he recognised me he saw me move, and got me from among my dead comrades and into the galley. I was placed in front of the galley fire and, to put it mildly, was thawed out.

It is difficult to say to whom I owe my gratitude for being alive today except Him whom we all call on when in distress, as I did on that terrible night when I abandoned all hope of survival, and can say, truly, from the words of one of my favourite hymns: "When in distress to Him I called, He to my rescue came," and in whom I always put my trust.

We arrived alongside our parent ship—the Dilos—and I was taken to the sick bay and afterwards to Shotley Hospital and convalescence. I was certified as unfit for further sea service and for a little while served in a parent ship—the Apollo—at Devonport.

SURRENDER OF GERMAN FLEET

The war dragged on and I became restless. Being still young and single, I requested time and again to go to sea. Eventually my request was granted, but not for destroyers, as I wanted, but to a new light cruiser, the Cassandra, and I went to her in July, 1918, and had the honour and great pleasure in that little ship of leading the whole German High Seas Fleet of battleships and heavy cruisers into Invergordon in line ahead—a truly beaten enemy with its tail really down, and at sunset that night, were ordered, when anchored, by Admiral of the Fleet Earl Jellicoe, to lower their ensigns "which were not to be hoisted again."

The Armistice was signed on November 11, a date I thought I was never to see, and the Cassandra was ordered alongside the wall at Rosyth, where we took in stores. Nobody knew what we stored for, or what the huge packing cases we took in were for and which were the subject of many conflicting rumours. We eventually left the wall and went to sea under sealed orders. After 12 hours we were told by our captain that we were bound for Russia and Latvia—the Russian revolution having started.

At about 3 a.m. on December 5, 1918, we were steaming with the other four light cruisers of our squadron, led by the Cardiff, into a head sea with nearly full speed, and all battered down. I was one of a demolition party who were to be landed in Liban. I was on watch at that time below decks, thinking of what I had been through. The Armistice had been signed and yet here we were, bound for more trouble, while back in England people were

celebrating the end of the war that was to be the war to end all wars. "Oh, well, I had volunteered for it and so must not complain."

CASSANDRA MINED

While thinking, thus, came that old familiar explosion. I could not believe it—it must be a dream. But, no, it was no dream. Again, complete darkness and confusion, and there was terrific steam escaping from the boilers of the engine room. We had been torpedoed or mined. Actually it was chained mines that we had struck, in the Baltic, and which had split the ship nearly in two. I tried to get up two hatchways to the upper deck, but to no avail. They were probably blocked by the explosion and could not be moved.

I seemed doomed again to be drowned like a rat in a trap. Somehow, I managed to get through an ammunition hoist and out on to a gun platform. The ship by then was right down by the bows, with her bridge only just above the water and the stern rose high in the air. Men were clustered on the gun and searchlight platforms, apparently waiting for one of the ships of the squadron to come alongside. Having had some previous experience of being on a sinking ship I realised, by the angle she was now at, and being well down by the bows, that she couldn't possibly last long. It was pitch dark as on my previous experiences, and also blowing hard. I decided that as I was in a much better physical condition than before to look for some other means of rescue, rather than wait for a ship to get alongside what was left of Cassandra.

MEN TRAPPED

I got down from the gun platform and as far as the engine room gratings. I heard men trapped under the gratings. There was nothing I could do for them and, every minute being precious, I retraced my steps back to the ladder leading to the gun platform, discovering a Carley float lashed to the side of the platform. I managed to free this after shouting for someone to help me, managing to get it over into the sea. All seemed to jump into it and I could see it was grossly overladen and that there was no room for me. I had the satisfaction, however, of knowing at least it saved some lives, although I was still on board.

Just then the Carline attempted to come alongside, but it was on the windward side, and as she did so her bows gave Cassandra a violent blow, from which I thought she would not recover. Some jumped on board, but some went down between the two ships and were either crushed or drowned. There was nothing left now but to wait and pray that another ship would get near enough to us before we finally disappeared.

RESCUED BY WESTMINSTER

My prayers were answered, for a destroyer, the Westminster, made a grand seamanship effort and got along. (Continued on page 15, column 1)

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of PORTSMOUTH

Navy hunts arms runners in Brunei



To assist the Navy's constant search for arms and ammunition smuggling round the coasts of Sarawak, Brunei and Sabah (formerly British North Borneo), the Sultan of Brunei has provided specially built peraus, small craft which are particularly manoeuvrable in the narrow channels between mangrove swamps. The above is a typical river scene in Brunei as rattings from H.M.S. Hartland Point, manning a perau, patrol a narrow channel between mangrove swamps, investigating signs of terrorist infiltration and arms smuggling.

A TERRIBLE NIGHT... (continued)

side. I made up my mind that it was now or never and jumped from the gun platform, which by now was higher than ever. The bulkheads of the ship were giving way under the pressure. I landed on the searchlight platform of the destroyer. She had quite a number of Cassandra survivors on board and we were all clustered on deck. Our captain was still aboard his ship and the captain of the Westminster ordered him to take a line that was thrown to him and be pulled on board, as it was dangerous for everyone to remain alongside what was left of Cassandra. The captain was hauled on board and the Westminster went astern with her searchlight trained on the doomed ship. As we went astern she seemed to come up a little out of the water and in a position with the stern nearly vertical until the propellers were visible. The White Ensign was flying from the stern as she lay in that position for a few minutes and then, with a great white swirl of water and huge bubbles, she sank slowly down, her ensign flying in the wind as she disappeared from view beneath the waters of the Baltic. So went another of the ships I had served in.

I was taken to Copenhagen and then transferred to the Ceres, a light cruiser of the Sixth Light Cruiser Squadron, and landed at Rosyth. From there I went to Devonport to get another uniform kit which I hoped would not end up like my others, at the bottom of the sea.

I would like to mention here that one of the first survivors I saw on board Westminster was a chief stoker. He stood shivering on the deck, a blanket around him. We both lived at Bridgwater and when I joined the Cassandra in July, 1918, he saw me and, knowing of my previous sinkings, did not give me a very welcome greeting, assuring me that he knew quite well what would happen to Cassandra now that I had joined her. His prediction came only too true six months later when Cassandra sank with the loss of over 130 hands.

However, I was soon serving in another destroyer—the Viceroy—and it was now peace time, or, at least, what should have been peace time. The Irish Rebellion was in full swing and we were stationed at what was, then, Kingstown, now Dún Laoghaire, and between the Black and Tans and the

Irish Republican Army there was plenty of excitement.

A PIER-HEAD JUMP

Having left the Viceroy I was, as I thought, going to have a little respite in the Defiance at Devonport, the Torpedo School, where I was to undergo a torpedo course. Fate decreed otherwise. The light cruiser Cambrian was on passage from Chatham to Constantinople, where trouble was brewing. A rating in the Cambrian fell sick and she called in at Devonport to discharge him and I had, what we used to call, a "pier-head-jump," to relieve him.

At Constantinople Cambrian took up bombarding position. Meanwhile the Turks entered Smyrna and wrecked the place, setting the whole town on fire. We went there, anchoring a little way off the front and were given 12 hours' notice to clear out of the harbour—a notice which was completely ignored, although we were waiting for almost anything to happen.

A plague broke out in the town due, I suppose, to the dead bodies lying around in the hot sun. For two weeks we were keyed up, waiting for anything to happen. I am glad to say that nothing did and we were relieved by another light cruiser from our squadron lying at Constantinople and we returned there and took up our former bombarding position.

I BECOME A CIVILIAN

We returned to England five months later and from then until I left the Service on retirement, nothing very exciting really happened. I left the Service on July 28, 1936, having had my full action and excitement from the outbreak of the First World War, being present at the Battle of Jutland, the Dogger Bank, the Zeebrugge Raid, together with a few actions with the Dover Patrol. My service to date was 24 years 103 days, and now I was back in "Civvy Street," which I had left as a boy of 15.

I had become quite used to being a civilian when, a few weeks before the Second World War broke out I was recalled for further service. I reported to H.M.S. Osprey, the Asdic School at Portland, and was drafted to H.M.S. Lucifer, the Swansea Naval Base, where I served for the rest of the war, being demobilised, finally, in 1945,

having then completed 31 years and 10 months' service in the Royal Navy. Having come through the events mentioned, I feel very thankful to be still alive with two arms and legs, but one cannot go through those experiences without feeling the effects, which I certainly do now. But I also know from experience that the Powers that be think differently. Strange though it may seem, they say any disability I now suffer must have come through my life in "Civvy Street"—that small percentage of my life.

A NAVY 'SECOND TO NONE'

However, be that as it may, I still would not have missed my life in the Royal Navy and had I my time all over again I would do just as I have done without hesitation. I served in what was the biggest and finest navy in the world, second to none, with men of the true British tradition who were the finest comrades anyone could wish to sail with.

I feel that Britain still possesses the finest navy and I am proud that my only son has followed his father's footsteps and has served abroad in many parts for 10 years and is still serving. I know full well, therefore, that the old British spirit still remains as good as ever—and we can still produce men.

ENGINEER AND SHIP SURVEYORS in the Marine Survey Service, Ministry of Transport, Portsmouth, for men at least 26 on June 1, 1964 with experience as watch-keeping engineer in foreign-going ships and either (a) an Extra First-Class Certificate of Competency for steam and motor or (b) a First-Class Certificate endorsed for steam or motor together with a Degree (or Dip. Tech.) in Engineering or A.M.I. (Mech. E.) by examination or A.M.I. (Mar. E.) by examination since 1956. Those with only a First-Class Certificate of Competency endorsed for steam or motor may be admitted provisionally, but if appointed they must obtain one of the additional qualifications under (a) or (b) above, normally within two years. In suitable cases, periods of full or part-time study leave may be granted after entry. Retired R.N. Engineer Officers who have served on a regular engagement and have received the full specialist course at the Royal Naval Engineering College or hold a University degree in Engineering may also be considered. R.N. Engineer Officers who are direct promotion officers, former Masters (E), and who hold a First-Class Merchant Navy Certificate of Competency endorsed for steam or motor may be admitted provisionally, but if appointed they must obtain an extra First-Class Certificate or degree in engineering normally within 2 years. National training salary from £1,210 (at 26) to £1,660 (at 32) or over; scale maximum £2,094. Promotional prospects to Senior Surveyor and higher posts. Pension, where applicable, on part of own choice. Write Ministry of Transport, Room 8/121, St. Christopher House, London, S.E.1, or call at any of the Ministry's Marine Survey Offices (11).

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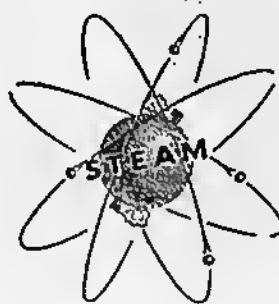
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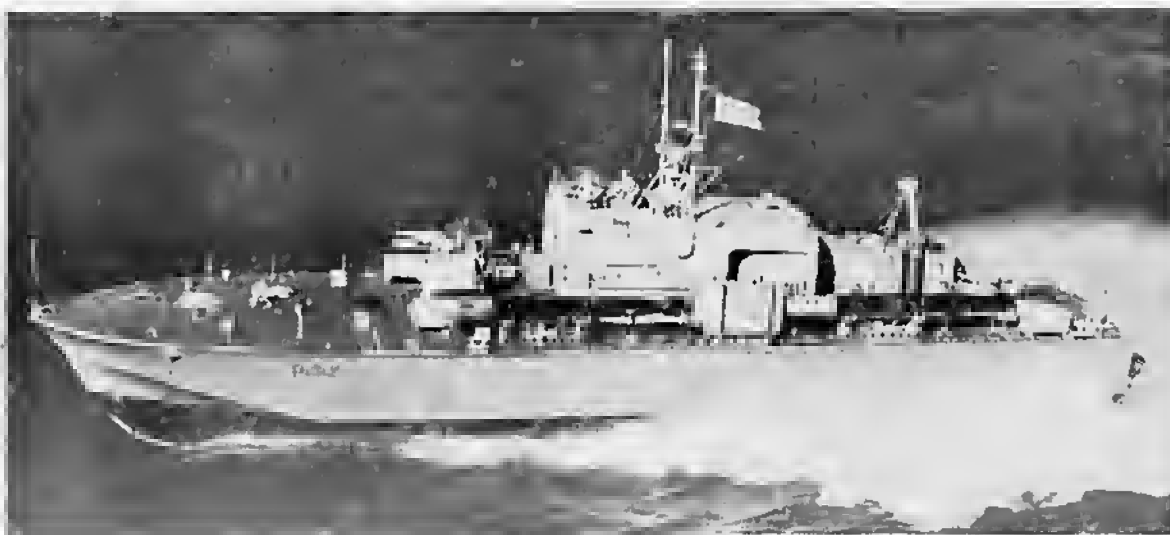
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H.M.S. Brave Saurisman, the fast patrol boat, which recently took part in a large N.A.T.O. exercise

Coastal Forces Spirit still much alive

WHEN H.M. Ships Brave Barlerer (Lt. Cdr. J. D. Douglas, R.N.) and Brave Saurisman (Lt. S. H. G. Johnston, R.N.) returned to their base at H.M.S. Dolphin on May 15 after having taken part in Exercise Bull Dame in Scandinavian waters, each boat had spent 200 hours at sea, consumed 80,000 gallons of diesel and covered 4,500 miles.

The two boats had left Gjørdal on April 11 for the exercise in which 40 Fast Patrol Boats from Norway, Denmark and West Germany also took part.

During the course of fuelling and maintenance periods, operational visits were made to Den Helder (Holland); in Denmark to Thyborøn, Fredrikshavn, Copenhagen, Korsør, Hvidehed, Aalborg, Aarsø, Svendborg, Esbjerg and Lemvig; in Norway, Horten, Kristiansand and Lillesand, and in Germany Cuxhaven and Heligoland.

One of the most memorable features for those taking part in the exercise was the friendly relationship among all participating boats. The Spirit of Coastal Forces is still very much alive.

OWEN HOME

THE survey ship H.M.S. Owen (Cdr. D. W. Haslam, R.N.) arrived back at Devonport on May 14, after nine months' surveying work in the Indian Ocean and Middle East.

The Owen played an important part during the Zanzibar emergency earlier this year, and carried more than 100 civilians to safety at Mombasa.

(The May issue of "Navy News" contained a full report of the ship's commission.)



L.S. Taylor receiving the Team Trophy from the Commander-in-Chief, Far East Fleet.

NAVY WINS BOXING TROPHY

FOR the second year running the Royal Navy has emerged victorious in the Inter-Service Boxing Championships at Singapore, obtaining 22 points to the Army's 20 and the Royal Air Force's 17.

The following represented the Royal Navy, those marked with an asterisk being inter-Service champions—M. E. Ferns (Victorians), Mne. Rigg (*), (42 Cdo), Mne. Farrell, (40 Cdo), R.O.2 (*), Alexander, (Lincoln), L. S. Taylor, (Hornington), Mne. O'Bray (*), (40 Cdo), M. E. Allright (Manxman), Cpl. Allsop (*), (40 Cdo), A. B. Green (*), (Hartland Point).

The team trainer was P.O. J. Nash.

Champion for eighth time

THE Navy Fencing Championships, Foil, Sabre and Epee, W.R.N.S. Foil and Unit Team Competition, were held over three days at H.M.S. Arle, and the number of competitors entered in each weapon in the men's events was highly satisfactory.

All three weapons in the men's championships were closely contested, and a high standard of fencing was witnessed throughout the whole of the championships, giving much pleasure to the fencers, officials and spectators alike, and the standard of performance and promising potential gives much encouragement for the future of Navy fencing.

Petty Officer K. Pearson won the R.N. Dismounted Champion-at-Arms Trophy. This is the eighth time he has been Champion-at-Arms, a most impressive and successful record, and one of which he can be proud and in which all those connected with Navy fencing congratulate him.

In the Light Weapons Team Competition, Britannia Royal Naval College, Dartmouth, qualified to go forward to Earls Court by beating R.N. Barracks, Portsmouth. The winners and the runners-up in each championship have qualified to fence at the next Phase of the Royal Tournament, which takes place at Earls Court between July 13 and 18.

Foil's Foil.—1, P.O. K. Pearson (R.N.C. Greenwich) Navy champion; 2, Sub-Lieut. L. C. Llewellyn (R.N.E.C. Manadon); 3, Sub-Lieut. C. C. Walker (R.N.E.C. Manadon); 4, Sub-Lieut. E. R. F. Faulkner (H.M.S. Vernon); 5, Lieut.-Col. C. H. Finer (R.N. Staff College); 6, P.D.A.F. L. Dodman (H.M.S. Arle).

Epee.—1, Sub-Lieut. L. C. Llewellyn (Navy champion); 2, P.D.A.F. K. Pearson; 3, Sub-Lieut. E. R. F. Faulkner.

Sabre.—1, P.D.A.F. K. Pearson (Navy champion); 2, P.O. R. Tiller (R.N. School of P.T.); 3, Sub-Lieut. C. C. Walker; 4, Lieut. P. M. Sieremon (R.N.A.S. Yeovilton); 5, Lieut. N. A. Carter (R.N.E.C. Manadon); 6, Sub-Lieut. E. R. F. Faulkner.

Ladies' Foil.—1, P.O. Wren D. A. Watkins (H.M.S. Victory); 2, J.D. S. J. Shone (R.N.A.S. Arbroath); 3, Wren G. P. Marshall (R.N.A.S. Bawdry); 4, J.D. S. J. Shone (R.N.A.S. Bawdry); 5, Wren R. H. Bailey (H.M.S. Excellent); 6, Edg. Wren D. Bell (H.M.S. Sea Eagle).

Cadet and Young Officers' Foil.—1, Cadet M. C. Seward (R.N.N.C. Pangbourne); 2, Cadet G. C. Hunt (R.N.N.C. Pangbourne); 3, Sub-Lieut. A. J. Piles (H.M.S. C.J.).

Epee.—1, Cadet R. F. Gatchouse (Pangbourne); 2, Cadet R. J. Pickard (Pangbourne); 3, U.V. G. H. Edwards (H.M.S. C.J.). Sabre.—1, Sub-Lieut. C. A. Lewin (H.M.S. C.J.); 2, Cadet G. S. Hamilton (Worcester); 3, Cadet J. Watson (Worcester).

VICTORIOUS SHOT



Well on target were the riflemen of H.M.S. Victorious when they competed recently in the Far East Fleet rifle meeting in Singapore. They carried all five of the seven cups in the team events. The star of the individual championship was Lieut. G. M. Ramsey, R.N., of the aircraft carrier, who became Fleet and United Service rifle champion in the Far East, as well as the victor in the rapid and snap events. Lieut. Ramsey, who has competed at Bisley and represented Scotland, has won more than 300 trophies for his rifle shooting. He is shown here after his latest successes in Singapore.

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